

## INDIANA COUNTY, PENNSYLVANIA

### An Inventory of Historic Engineering and Industrial Sites



America's Industrial Heritage Project

National Park Service

**INDIANA COUNTY, PENNSYLVANIA**  
**An Inventory of Historic Engineering and Industrial Sites**

**Richard H. Quin, Historian**

**Kenneth D. Rose, Editor**

**Historic American Buildings Survey/Historic American Engineering Record**



**America's Industrial Heritage Project**

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## **THE HAER INVENTORY PROGRAM**

The objectives of the HAER Inventory are threefold: (1) it is the initial step in the HAER documentation process; historic engineering and industrial sites in a given geographic area are located and identified; (2) it assists states in evaluating these historic resources for planning purposes and for potential nominations to the National Register; and (3) it establishes a context for evaluation by the National Park Service of the historic engineering and industrial sites nominated by the states to the National Register, or for determinations of eligibility to the National Register of Historic Places.

All of the HAER inventory material is deposited in the Prints and Photographs Division of the Library of Congress in Washington, D.C. This includes the many 35 mm black-and-white photographs taken in the field, along with copies of the inventory forms containing the brief histories and descriptions for each site.

HAER recognizes the importance of publishing the inventories; however, project sponsors are generally required to cover the costs of printing. The published inventory, available to the general public, is used in educational institutions, to study technological, industrial, and engineering history, historic preservation, the history of urban planning, and cultural geography. Published inventories are also distributed to state, county, and local planning offices, libraries, and preservation agencies. The HAER inventories thus expand the awareness of engineering and industrial history, demonstrate consistent methods of identification and evaluation, and stimulate public interest in a significant part of our American heritage.

## **AMERICA'S INDUSTRIAL HERITAGE PROJECT**

Begun in 1987, America's Industrial Heritage Project is a National Park Service effort that involves a nine-county region in southwestern Pennsylvania -- Bedford, Blair, Cambria, Fayette, Fulton, Huntingdon, Indiana, Somerset, and Westmoreland counties -- the primary focus of which is to develop and enhance the interpretation of three of the region's major historic industries: iron and steelmaking, coal, and transportation. In conjunction with identifying the significant contribution this region made to these industries, AIHP is concentrating on how to preserve, manage, and interpret the various historic sites and resources. Through a public and private partnership effort, AIHP will use the region's many historic sites and preservation initiatives to help revitalize the area's economy, promoting regional and national tourism. A key component of AIHP, the establishment of the Southwestern Pennsylvania Heritage Preservation Commission to further the goals of the project, was achieved in November 1988 when President Reagan signed a bill (H.R. 3313) creating the commission. The commission actively works with AIHP which has its offices in Hollidaysburg, Pennsylvania.



## CONTENTS

List of Illustrations . . . . .	v
Acknowledgements . . . . .	ix
Map of Indiana County . . . . .	xii
Introduction . . . . .	xiii
Extractive Industries . . . . .	1
Metals Manufacturing . . . . .	89
Bulk Industries . . . . .	107
Utilities . . . . .	151
Transportation . . . . .	175
Bibliography . . . . .	251

## List of Illustrations

<b><u>Photo Number</u></b>	<b><u>Page Number</u></b>
Map of Indiana County . . . . .	xii
1. Lackawanna Coal & Coke Company Coal and Iron Police in Vintondale . . . . .	10
2. Mentcle, row of double houses . . . . .	14
3. Luciusboro, company house . . . . .	16
4. Luciusboro tippie . . . . .	17
5. Waterman, double house . . . . .	19
6. Machine shop of Clearfield Bituminous Coal Corporation in Clymer . . . . .	22
7. Commodore, row of single-family dwellings . . . . .	24
8. Commodore, company store . . . . .	25
9. Rossiter mines complex, blacksmith shop . . . . .	28
10. Rossiter, single-family houses . . . . .	30
11. Rossiter, double house . . . . .	31
12. Boltz, single-family houses . . . . .	38
13. Tearing Run Mine complex, mule barn and corn crib . . . . .	41
14. Strangford, mine superintendent's house . . . . .	43
15. Climax, company houses . . . . .	46
16. Lackawanna #3 Mine headframe and coal cleaning plant . . . . .	53
17. Josephine tippie, conveyor and shaker unloader . . . . .	58
18. Iselin, row of double houses . . . . .	67
19. Iselin. Doctor's office for coal company . . . . .	68
20. Aultman mine complex, powerhouse and machine shop . . . . .	69

21. Lucerne, single-family dwellings . . . . .	71
22. Lucerne, single-family dwelling . . . . .	72
23. Lucernemines, coal tipple . . . . .	73
24. Lucernemines, conveyor to bony pile . . . . .	74
25. Lucernemines, larry car tipple and Robins Company car shaker . . . . .	75
26. Lucernemines, coke ovens . . . . .	76
27. Lucernemines, detail of coke oven . . . . .	77
28. Lucernemines, dynamite magazine . . . . .	78
29. Buena Vista Furnace . . . . .	92
30. Eliza Furnace . . . . .	95
31. Josephine, northern end of "Millionaire's Row" . . . . .	101
32. Marshall Heights, company houses . . . . .	103
33. Altemus Mill . . . . .	112
34. Marion Center Milling Company . . . . .	119
35. Patterson Mill . . . . .	120
36. Patterson Mill, roller mills manufactured by Allis Chalmers . . . . .	121
37. Patterson Mill, purifiers manufactured by Allis Chalmers . . . . .	122
38. Schwarzenbach-Huber Silk Mill . . . . .	125
39. Blairsville Concrete Products . . . . .	126
40. Clymer Brick and Fire Clay Company . . . . .	127
41. Clymer Brick and Fire Clay Company, typical kiln . . . . .	128
42. Clymer Brick and Fire Clay Company, kiln interior . . . . .	129
43. Indian Brewing Company . . . . .	140



44. M.E. Brown & Brothers Abattoir and Packing House . . . . .	143
45. Rugg Cigar Factory . . . . .	146
46. Bell Telephone Company: Blairsville Exchange . . . . .	155
47. Ramsey Run Dam, under construction, ca. 1934 . . . . .	158
48. Two Lick Waterworks, Alum machine and filter #1 . . . . .	159
49. Conemaugh Dam . . . . .	161
50. Homer City Waterworks, hydraulic pumps . . . . .	162
51. Penelec: Conemaugh Electrical Generating Station, cooling towers and smokestacks . . .	166
52. Homer City Electrical Generating Station . . . . .	168
53. Glory Substation and transformer yard . . . . .	169
54. Dam for the Seward Electrical Generating Station . . . . .	172
55. Savan Dam #3 . . . . .	173
56. Bairdstown Bridge . . . . .	181
57. Original Bairdstown Bridge, ca. 1870 . . . . .	182
58. Cummings Dam . . . . .	185
59. Ernest Mines Railroad Bridge . . . . .	186
60. Kimmel Railroad Bridge . . . . .	189
61. Mahoning Creek Trestle . . . . .	191
62. Mahoning Creek Trestle . . . . .	192
63. North Point Railroad Bridge . . . . .	193
64. White's Hill Tunnel (north portal) . . . . .	195
65. Creek Road Bridge . . . . .	201
66. Dilltown Bridge . . . . .	202

67. Harmon Bridge . . . . .	205
68. Hillman Bridge . . . . .	207
69. Indiana County Streetrailways Company: Streetcar Shop . . . . .	209
70. Kintersburg Bridge (Howe truss detail) . . . . .	211
71. Saltsburg Railroad Depot . . . . .	214
72. Saltsburg Mule Barn . . . . .	218
73. Blacklick Creek Railroad Bridge . . . . .	220
74. Blairsville Depot . . . . .	221
75. East Tunnel Viaduct . . . . .	224
76. West Tunnel Viaduct . . . . .	225
77. "The Subway" . . . . .	232
78. Richard's Run Bridge #2 . . . . .	236
79. Roseboro Bridge . . . . .	238
80. Seward Bridge . . . . .	240
81. Tunnelton Bridge . . . . .	244
82. Bow Ridge Tunnel (west portal) . . . . .	245

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A number of the sites were inventoried in the 1970s and 1980s by the Indiana County Office of Planning and Development for the Pennsylvania Historical & Museum Commission (PHMC). Gloria Berringer did much preliminary work and published the initial survey report which identified many sites for further study. Jayne E. Cramer conducted the initial phase of a more extensive survey project, which was enlarged by Tracey Edwin Frampton and Jodie Molnar Hedrick. Information from a number of the PHMC survey forms was incorporated into the HAER inventory.

Richard Quin inventoried more than 250 sites between during the summer of 1990; this work included preparation of descriptions, site maps and photographs. At the same time, research on the inventoried industrial resources was conducted using local collections. A number of Park Service staff and local citizens provided much technical assistance and support. Bill Wolford, former Executive Director of the Historical and Genealogical Society of Indiana County, pointed out a number of significant sites and assisted with the inventory of a number of major properties. Dr. Royce Walter, Society president in 1990, provided much help and encouragement. Society secretary Peg Ruddoch is to be commended for her careful organization of the immense Society archival collection. Society volunteer Evelyn Booth helped locate a number of the industrial sites in Indiana Borough.

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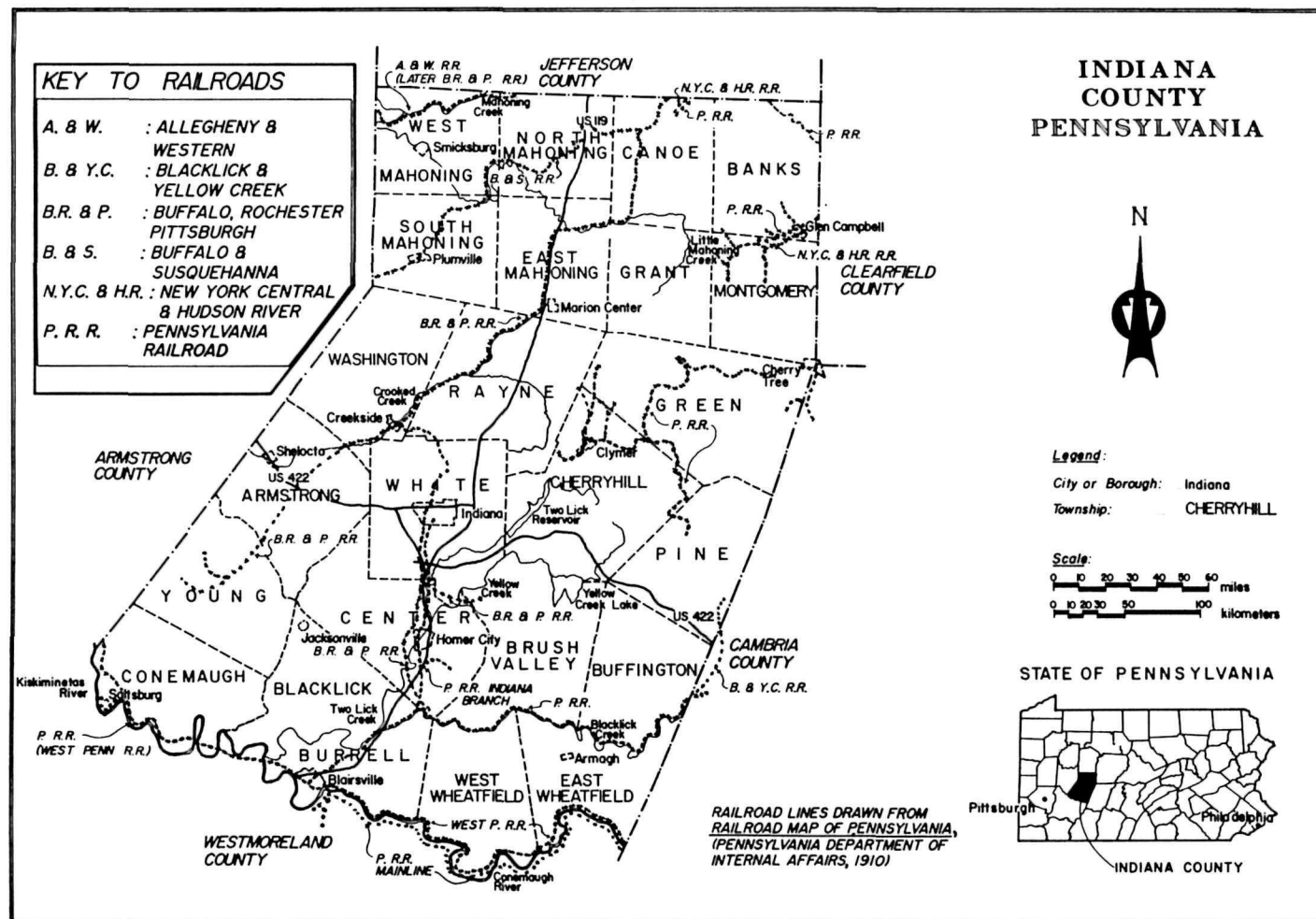


Zitzler, an archeologist at the Heritage Center, who carefully reviewed much of the manuscript. The Rev. Richard Adams of Indiana reviewed the sections on rail transportation, and Mr. Carson Greene, Jr., General Manager of the Pennsylvania-American Water Company in Indiana, reviewed the section on waterworks.

Postmasters in a dozen small towns were able to give directions, answer questions, or at least provide the name of someone "who can tell you all about this place." In addition, retired miners, residents of company towns, storekeepers and local historians helped locate sites and provided information on their history. In Washington, HABS Senior Historian Kim Hoagland helped proofread this manuscript, and made many valuable suggestions.

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## Extractive Industries

### Coal and Coke

Indiana County has eight beds of native coal: Pittsburgh; Upper, Middle and Lower Kittaning; Upper and Lower Freeport; Clarion; and Brookville. Of these, the Freeport and Lower Kittaning beds proved most valuable because they were particularly suited for coking purposes.<sup>1</sup> By the late-nineteenth century coal mining had become the county's largest industry, and had contributed to a number of coal-related enterprises. After a severe decline following World War II, coal again emerged as the most important industry in the county in the 1960s and 1970s when electric utilities established large, coal-fired electrical generating stations. However, unlike its early development and years of tremendous production, when coal was obtained from below-ground workings, coal in more recent decades has been extracted by strip mining.

The first phase of the coal industry in Indiana County was closely linked to the county's salt production. Salt works required considerable amounts of fuel for evaporating kettles and pans, and bituminous coal was used from the outset. Annual coal production reached as high as 31,000 tons in 1838, most of which was extracted from the southern part of the county along the Conemaugh River. As the salt industry began a slow decline, coal tonnages were reduced proportionately, so that by 1858 fewer than 6,000 tons were mined, or only about one-fifth of the 1838 production.<sup>2</sup> Following the decline of the salt industry, much of Indiana County's coal was used for domestic heating, blacksmithing, and foundry work. Coal for domestic heating came primarily from small bank mines, known commonly as "country banks" operated by individual property owners. Some of these coal operations were worked by farmers to provide a source of winter income.<sup>3</sup> In 1860 the Pennsylvania Railroad, which had previously used wood to power its locomotives, began converting to coal, thereby opening an important new market for coal producers. This was the beginning of a symbiotic relationship between coal producers and railroad companies that would be characteristic of the coal industry in Indiana County.<sup>4</sup>

By the late 1880s the demand for coal for fuel, gasification, and coking had precipitated a coal boom in the northeastern part of the county, pushing the price for coal leases from \$20 an acre in 1890 to \$40 to \$100 an acre by the close of the decade.<sup>5</sup> Coke production in Indiana County began in 1887, when George A. Mikesell began producing coke from his twelve ovens on his Center Township farm. Encouraged by Mikesell's success, others in the area began building ovens. In Banks Township the Glenwood Coal and Coke Company opened several mines after the arrival of the Clearfield & Jefferson Railroad and built the company town of Glen Campbell in 1889. The *Indiana Gazette* noted that "Glen Campbell has forty new houses, three hundred Huns and four coal pits." The community grew so quickly that by 1894 it had become the third largest town in the county, with a population of 1,800.<sup>6</sup> Operators in the Glen Campbell area included the Clark Brothers Coal Mining Company, which maintained three mines near Glen Campbell, the Hillsdale Coal and Coke Company, with two mines in the neighborhood, the Reakart Brothers with one mine, and the Passmore and Burns Coal Company with two mines.<sup>7</sup>

Captive mines accounted for a significant portion of Indiana County's coal production: the Garfield Fire Clay Brick Company, the Reese-Hammond Brick Company and the Bolivar Face Brick Company, all located in the vicinity of Robinson, maintained coal mines for their brick-making operations.<sup>8</sup> Steel producers and railway companies found it especially advantageous to maintain



## Extractive Industries

captive mines. The Lackawanna Coal & Coke Company was a subsidiary of the Lackawanna Iron & Steel Company, the Clearfield Bituminous Coal Corporation provided coal exclusively for the New York Central Railroad, and the Rochester & Pittsburgh Coal & Iron Company (R&PC&I) served the coal needs of the Buffalo, Rochester & Pittsburgh Railroad (BR&P). The Corrigan-McKinney Company, a Cleveland-based steel producer that also operated blast furnaces at Josephine, controlled more than 4,000 acres of coal lands in Burrell and Blacklick townships, and the Youngstown Steel Company operated the coke works at Graceton, sending the finished coke to its blast furnaces in Youngstown, Ohio.<sup>9</sup>

Wehrum, on the eastern edge of Indiana County in Buffington Township, was the first of Lackawanna's operations in the county. The mines at Wehrum were developed to provide coking coal for use at Lackawanna's steel plant at Buffalo, but the coal contained too many impurities to use for coke, and the company invested a large amount of money in a huge washer plant. Problems continued to plague the facility, however, including several serious mine accidents, and occasional cuts in production associated with periodic slumps in the steel industry. After 1910 two more mines were opened at Wehrum, and the town grew to include 240 houses, two churches, a bank, dance hall, school, railway station, a forty-room hotel, and company store. In 1922 Lackawanna Steel and all of its properties were acquired by Bethlehem Steel, which operated the mines at Wehrum until 1929.<sup>10</sup> Claghorn was another Lackawanna town, established below Wehrum in West Wheatfield Township. Operations at the Claghorn mines ceased after 1923, and the towns at both Wehrum and Claghorn were subsequently dismantled.<sup>11</sup>

The Clearfield Bituminous Coal Corporation (CBC), established in 1882 with the financial backing of the Vanderbilts of New York and Rembrant Peale of Philadelphia, began its first operations at the newly established company town of Peale in Clearfield County. The CBC continued to acquire coal lands, and to operate as an independent company, until 1898, when all CBC coal was contracted to the New York Central Railroad. By 1900 CBC had extended its operations to Indiana County, establishing the company town of Rossiter, which boasted a population of 1,000 by 1901. The Rossiter mine was one of the first large-scale operations in Indiana County, with its own powerhouse, washing plant, and a two-and-a-half mile railroad spur to the main line of the Buffalo, Rochester & Pittsburgh Railway.<sup>12</sup>

In 1903 CBC acquired 5,000 acres in central Indiana County, and opened the Sample Run and Barr Slope mines. To house some of its workers, the CBC entered into a consortium with several other operators and established the town of Clymer. Enormous tracts of land in Clearfield, Indiana, Cambria and Blair counties, totalling about 90,000 acres, were acquired by the CBC in 1911. About a third of these new lands, many with existing mines and towns, were leased to the Pennsylvania Coal & Coke Corporation. In Indiana County Pennsylvania Coal & Coke leased operations at Arcadia and Alverda under this arrangement.<sup>13</sup>

Also affiliated with the New York Central Railroad was the Peale, Peacock and Kerr Coal Company. Operating under various names and trading on the New York Stock Exchange as Victor Collieries, the national holdings of this company made it the largest bituminous coal company in the country by World War I. Mining operations included Victor Coal Company Mines #24 and #25 at Weimer,

Victor #26 at Rembrant, Victor #27 at Dixonville, and Victor #29 at Buck Run. The company built houses for its workers near these mines, though the towns of Rembrant and Weimer contained just a handful of miners' dwellings.<sup>14</sup>

The largest coal producer in Indiana County was the Rochester & Pittsburgh Coal & Iron Company, which began purchasing coal lands here in 1899. By 1902 this company would control 40,000 acres of Indiana County coal lands. Financed by Walston H. Brown, a New York financier, and by the Adrian Iselin family of New York, the R&PC&I was a subsidiary of the Rochester & Pittsburgh Railroad (later the Buffalo, Rochester & Pittsburgh Railroad), which Brown and the Iselins created to haul coal from Punxsutawney to Rochester. The R&PC&I created a new subsidiary, the Jefferson & Clearfield Coal & Iron Company, to open the mines at Ernest, north of Indiana borough, in 1903. By the end of the year the first coal had been shipped, and 278 coke ovens were under construction, as were 156 frame houses for miners and their families. More than 684,000 tons of coal were shipped that year--more than the entire county had produced a decade earlier. Another R&PC&I community was created the same year in Young Township, under the management of the Pittsburgh Gas Coal Company. Named "Iselin" after Adrian Iselin, the site grew to include a company town, five mines, and about 1,700 employees. By 1914 production had reached 6,000 tons daily.<sup>15</sup>

The most extensive of the R&PC&I operations was the mine complex developed at Lucerne, in Center Township south of Indiana Borough. Three mines were established at Lucerne, where a workforce of about 830 extracted 6,000 tons of coal per day in 1916. To keep the mines clear of water (four-and-a-half tons of water had to be pumped out for each ton of coal produced), two 5,000 gallons-per-minute duplex steam pumps were employed. These engines were housed in a massive steam and electrical generating plant designed to serve all of the company's operations in Indiana County. This plant remained in operation until 1964. The company town of Lucerne consisted of fifty single and 195 double houses in 1928, as well as a doctor's office and a large company store.<sup>16</sup> While the R&PC&I continued to expand its operations in Indiana County, the involvement of the Buffalo, Rochester & Pittsburgh Railway ended in 1906, when that company was forced to divest itself of its interest in the R&PC&I due to the impending passage of the Interstate Commerce Act, prohibiting railroad companies from transporting commodities in which they had an interest.<sup>17</sup> In 1952 the R&PC&I built a battery of 264 beehive ovens at Lucerne--a somewhat unusual occurrence at this late date, as by-product coke ovens had largely rendered the beehive ovens obsolete. Coking operations continued here until October 1972.<sup>18</sup>

In addition to these large companies, numerous smaller companies also became involved in coal production in Indiana County during the boom period of the early twentieth century. In Banks and Montgomery townships, for instance, no fewer than twenty-nine mines were actively working in 1909. These included D.E. Williams & Company, with eight mines, the Indiana Coal Company, with six mines, the Pennsylvania Coal & Coke Company, with five mines, Clark Brothers Coal Company, with three mines, and the Chestnut Ridge Coal Company and the Bear Run Coal Company, with one mine each.<sup>19</sup> This pattern of intense development by both large companies with captive interests and independent companies was replicated throughout Indiana County. In Pine Township, for instance, the Penn-Mary Coal Company, one of the largest of the independents, owned 15,000 acres of coal land and thirteen mines. Operations here were originally established as

## Extractive Industries

"Possum Glory". Associated with these mines was the company town of Heilwood, containing 400 houses, Protestant and Roman Catholic churches, a hotel and two boarding houses, primary and secondary schools, a company store, a hospital, and a population of 2,400.<sup>20</sup>

Coal mining is inherently dangerous, and several serious mining accidents occurred at mines in Indiana County in the early decades of the twentieth century. At Lackawanna's Wehrum mine a gas explosion killed four men in 1904. A second gas explosion at Wehrum killed twenty-one miners in 1909. The decade of the 1920s was especially lethal, with two major accidents occurring during these years. In 1924 a methane gas explosion at the Barnes & Tucker #8 Mine at Starford killed thirty-six men. Indiana County's worst mining disaster occurred in 1926, when forty-four men were killed in a gas explosion at the Clearfield Bituminous Coal Corporation's Sample Run Mine near Clymer. The enormous blast blew away the metal doors at the fan house a mile-and-a-half away.<sup>21</sup>

These hazardous working conditions, and the low wages given to miners, frequently resulted in labor disputes. Union organizers were active in Indiana County in the late-nineteenth century, and mine owners effectively used strike breakers, special coal and iron police, and court injunctions to break up a strike at Glen Campbell in 1899. In 1906 a series of strikes, some accompanied by violence, swept Indiana County coal fields. There was labor unrest at Chambersville, Iselin, and Glen Campbell; at Ernest an organizing effort by the United Mine Workers and a strike resulted in the shooting of nine men and the death of one.<sup>22</sup> The United Mine Workers continued its organizing efforts in Indiana County, and by 1910 the UMW had established locals at Ernest, Creekside, Chambersville, Whiskey Run, Iselin, and Clymer.

Labor trouble returned to the Indiana County coal fields in the national strikes of 1919 and 1922. The so-called "Jacksonville Agreement," which extended existing wage contracts, ended the strike of 1922, but with the expiration of the Jacksonville Agreement in 1927, Indiana County coal operators announced their intentions of reducing wages to \$6 per day. The miners struck in June, and the mines reopened with non-union miners. Local Judge Langham used restraining orders against strikers, and in towns such as Rossiter and Clymer miners were evicted from company housing, and forced to seek temporary shelter in shacks built on private property. The strike soon became violent when the home of the Clymer weighmaster for the CBC was twice dynamited, the New York Central Railroad tracks near Sample Run were dynamited, and a miner was shot by a deputy sheriff near the Barr Slope Mine. Rocks were thrown through the windows of the houses of strike-breakers and company officials, and a tear gas bomb was placed in the Magyar Church at Rossiter. Visiting members of the U.S. Senate Coal Investigating Committee denounced the conditions they found in the coal fields, and condemned Judge Langham's use of the injunction. But Langham continued to use the injunction to break the strike, including issuing an order against a pro-union open air meeting.<sup>23</sup>

The strike was broken in 1929, and miners were forced to accept base wages of \$5 a day. Piecework brought from 86 to 90 cents per ton if dug with a pick, while machine cut coal paid 54 to 58 cents a ton. Meanwhile, the demand for coal began to slip, and the onset of the depression cost many miners their jobs. Labor disturbances continued at Clymer, McIntyre, Ernest and Barr

Slope, and in the summer of 1933 some 6,000 miners went on strike demanding a checkoff for union dues and a check-weighman to be selected by the union. An agreement arranged by President Roosevelt led to the return of the miners to work a week later.<sup>24</sup>

As coal mining declined during the 1920s, the impact of decades of intense mining on the environment was becoming apparent. Acid runoff from coal mines and boney piles polluted many of the county's streams. Mahoning Creek had been accumulating high quantities of sulphur since the late nineteenth century, and in 1927 the State Health Department condemned the water in the Conemaugh River. Ten years later citizens of Saltsburg were notified that water from the Kiskiminetas River was also unsafe to drink or bathe in after numerous dead fish were found.<sup>25</sup>

Many of the coal mines in Indiana County were exhausted by the early 1940s, although there was increased strip-mining activity. Both the New York Central Railroad Coal Mining Department and the Rochester & Pittsburgh Coal Company established large surface-mining operations in the county. The demands of the war created a brief, but intense, need for coal. Production, which had stood at just over 7.0 million tons in 1940, reached a peak of over 10,500,000 in 1944.<sup>26</sup> The demand for coal collapsed with the end of World War II, and coal companies responded with massive layoffs. The total number of employed miners in the county dropped from 9,000 during the war to only 2,300 in 1948. The Clearfield Bituminous Coal Corporation's contract to provide captive coal for the New York Central Railroad expired in 1947, and the CBC began mining for the commercial market. The mines at Rossiter were closed, Commodore was shut down in 1951, and the Sample Run Mine at Clymer was sold to the Barnes & Tucker Coal Company of Cambria County. By this time much of the coal was obtained from surface or strip mines. Other companies in the county also ceased operations, and even the massive Rochester & Pittsburgh Coal Company went through a decade of losses in the 1950s and early 1960s, shutting down its operations at Ernest, McIntyre, Waterman, Coal Run, Aultman and Lucerne.<sup>27</sup>

The construction of regional power plants in Indiana County helped retard the decline of its coal industry. Construction of the enormous Keystone Generating Station near Shelocta began in March 1964, followed soon by initial work on the new Conemaugh Generating Station in West Wheatfield Township. In August 1965 a third plant was announced for the Homer City area. The first of the units at the Keystone Station went on line in August 1967.<sup>28</sup>

Even as coal production has declined in much of the country, the Rochester & Pittsburgh Coal Company has continued to produce large quantities of coal in Indiana County. The company's total coal output increased from 5.1 million tons in 1981 to 9.2 million tons in 1985, making it the largest coal producer in the region. Fifteen mines and fourteen surface operations were maintained by the company in the Indiana County region in 1986. The company supplies all of the coal for the Keystone and Conemaugh electrical generating stations, and half the coal for the Homer City station. Some coal is shipped by rail to utilities in New York. The mines are connected with the power plants and other facilities by a system of underground conveyors more than one hundred miles long.<sup>29</sup>



## **Extractive Industries**

The Clearfield Bituminous Coal Corporation no longer operates mines in the county, but still owns mineral rights to extensive acreage, much of which is leased to other operators. Although the Rochester & Pittsburgh Coal Company continues to dominate the local industry, a number of small and medium-sized operators remain in business. Even in areas where mining has ceased, immense boney piles, sulphur-laden streams, and sparsely populated former company towns evince some of the impact the industry has had on the county's development.

### **Petroleum and Natural Gas**

Oil in Indiana County was first discovered in 1825 when a crew drilling for salt on the Conemaugh River above Blacklick Creek drilled into a stream of "useless dirty looking oil."<sup>30</sup> While oil was used to a limited degree during the antebellum years, primarily for lighting in homes, factories and mines, there was little interest in exploiting county oil resources until the 1860s, when a flurry of drilling took place. A successful well was drilled in the Blairsville area in 1859, and in 1865 the Sirwell and Morese "Eagle Well" began producing oil. Other wells were drilled in the vicinity of Indiana Borough and in the Smicksburg and Saltsburg area.<sup>31</sup> This period of drilling activity in Indiana County was short-lived, however, and while a few exploratory wells continued to be drilled into the 1880s, most county wells were abandoned during the 1870s.<sup>32</sup>

In contrast to oil, natural gas was found in abundance in Indiana County. Gas was being used in quantity in Indiana County by the 1880s, with most of the county's supply coming from Westmoreland County. While this decade was a period of intense gas exploration in the Indiana County (by 1886 some eighty leases in Blacklick, Burrell and Wheatfield townships were taken out by a single Philadelphia firm), the county's first successful gas field was not established until 1890 at Willet. By 1891 the Indiana County Oil and Gas Company was piping gas to Indiana Borough, and eventually piped surplus gas to Pittsburgh. By 1909 Indiana County Gas Company had 1,900 customers supplied by twenty-nine wells.<sup>33</sup>

The first deep gas well in Indiana County, drilled in 1954, led to the present natural gas boom in the county. By 1965 there were some fifty active wells in the county, and some 500 wells were active a decade later. Between 1973 and 1979 some 2,300 gas wells were drilled, and the number has continued to increase. Indiana County ranks among the top counties in the country in the number of producing gas wells.<sup>34</sup>

### **Inventoried Resources**

A variety of resources related to the county's coal industry are noted in the inventory. No fully intact historic mine complexes exist, but numerous parts of these mines survive. The following is a list of the kinds of resources that remain standing at these historic mining sites.

#### *Tipples*

Tipples are processing structures which sort or load coal, sometimes in combination. In Indiana County, the earliest tipples were of wooden construction, while later tipples were of wood-and-steel and steel



construction. Most of the tipples were used to sort and size coal in different grades, or to separate the slate and boney from the coal on picking tables. Coal was sized by dropping it across shaker plates or screens. Some tipples were at mine or ground level, with the loading area on a lower plane at the side; others used conveyors to carry coal to the top.

An intact wooden transfer tipple survives in good condition at Heilwood in Pine Township. This structure was connected to the mines by a small mine railway. The mine cars would be pushed over from the mines, tipped into a loading bin, carried to the top of the tipple by a conveyor, then dropped by gravity into full-sized railroad coal cars. Another wooden tipple, partially collapsed, survives at the site of the Brush Creek Mining Company Lucernemines mine site. Ruins and footings for dismantled tipples were encountered at Starford, Sample Run, Tearing Run, Heshbon and other locations. Large steel tipples survive at the Rochester & Pittsburgh Coal Company coke plant at Lucernemines and at the North American Coal Company mine at Josephine. The tipple at the Trojan-Maryland Coal Company mine near Gipsy was recorded but was razed a few days later.

#### *Car Shaker Unloaders*

Shaker unloaders were used to agitate mine hopper cars on drop tracks or over conveyor feeder basins, causing the coal to spill completely through the bottom unloading doors of the car. Two car shakers were noted in the survey, a "Robins Car Shakeout" at the Lucernemines coke plant, and another shaker next to the tipple at the North American Coal Company mine at Josephine. The one at Lucernemines dates from about 1952, and the one at Josephine appears to be of about the same age. Each of these is a steel framed structure which originally had overhead clamping devices on rocking tracks driven by a separate motor. Rail cars would be pushed or pulled on rails into the shakeout, then would be attached to the stanchions, the bottom doors opened, and the car shaken. The coal would then flow out through the unloading doors through a grate to a holding bin at the base of a conveyor system.

#### *Ventilation Systems*

Coal mines require large volumes of fresh air for miners and draft animals, and for carrying off harmful gases from the coal. Some of these gases included methane and carburetted hydrogen or marsh gas ( $\text{CH}_4$ , called by miners "fire damp") and other inflammable vapors, and carbonic acid gas ( $\text{CO}_2$ , called "choke damp"), carbonic oxide ( $\text{CO}$ , or "white damp"), sulphuretted hydrogen ( $\text{H}_2\text{S}$ , "stink damp") and other toxins. The vitiated air depleted of oxygen by the miners' breathing was a hazard as well, called "black damp." The blasting of the coal raised clouds of dust which had to be cleared away quickly.<sup>35</sup> Some of the very smallest mines relied on natural ventilation (implemented in some cases by locating two entries on different levels and relying on the pressure differential), but all of the larger mines were fitted with ventilation systems. Some of the mines used the furnace system of ventilation. In this system, a second ventilating shaft was provided, and a coal-fired furnace burned at the base. The hot air produced created a strong updraft, and fresh air would rush in through the other entry to fill the void. Although a number of the mines, particularly the earlier ones, used this system, furnace vents were not adequate for the larger mines.

Most of the mines used mechanical fans, powered either by steam engines or by electricity. Among the types listed in use were Capell, Robinson, Brazil and Stine fans. Some fans could have been fitted with powerful air heaters, which would raise the air temperature sufficiently to prevent ice from being formed in the mine. Two abandoned historic fans were located in the survey, at the Bethlehem Coal Mining Company Mentcle Mine and at the Trojan-Maryland Coal Company mine site near Gipsy; this latter fan

## **Extractive Industries**

was scheduled to be salvaged in September 1990, and is probably no longer extant. Fan houses with the original fans removed were observed at a few other sites, such as the Sample Run Mine vent and escape exits at Onberg and Tanoma in Rayne Township.

Several air shafts were also observed; these could have been used for ventilation by natural convective flow, by furnace upcasts, or could have had mechanical fans fitted at the top. Examples were seen near Robindale in West Wheatfield Township, and at Onberg and Tanoma (for the CBC Sample Run Mine) in Rayne Township.

### *Machine Shops, Blacksmith Shops, Carpenter Shops, Car Repair Shops*

Most mines had support facilities to maintain equipment, and to alleviate down-time for repairs. Machine shops and blacksmith shops made and repaired metal fittings, mining equipment, and machines. Carpenter shops dealt with wooden elements, making mine props and braces, brattices or fabric screens for directed ventilated air and other items, often producing materials for mine structures and company housing. Car repair shops at the largest mine sites made repairs to the coal cars used in the mines and company locomotives.

A number of these structures were inventoried. In Clymer, the Clearfield Bituminous Coal Corporation built a large central repair shop on Adams Street to serve its mines in the neighborhood at Sample Run and Barr Slope; it survives and is now a diesel repair shop. For the other company mines at Arcadia, Commodore and Rossiter, other machine shops were noted. Blacksmith shops at the Sample Run Mine and at the Glenmore Coal & Coke Company's Tearing Run Mine were also surveyed. At the Jefferson & Clearfield Coal & Iron Company's Ernest Mines, the building housing the water system (inventoried under "Utilities") also housed a car repair shop.

### *Dynamite Magazines*

Two small brick structures used to hold the miners' supplies of dynamite and other explosives were noted in the survey, at the Rochester & Pittsburgh Coal & Iron Company's Lucerne mines and at the Tearing Run Mine, both in Center Township. These small square-plan structures are each of brick construction, 6' square, with metal doors. Each was fitted with a metal ventilator atop the gable roof, though the top half of the Tearing Run structure is no longer intact. The two magazines were located at considerable distance from the other mine structures for safety reasons. Mining manuals recommended masonry construction, not only because it was non-flammable, but also resistant to rifle fire and firebrands, ostensibly by strikers or disgruntled employees.<sup>36</sup>

### *Power Plants*

Several of the largest mines were fitted with coal-fired power plants to provide the electricity used for mining machinery, hoists and haulage, lighting in the mines, to drive electric locomotives, and for general use in the company towns. These plants used high pressure steam produced in coal-fired boilers to drive turbo-generators to produce the electricity. The boiler water was cooled by aeration in "spraze" basins or through large barometric condensers before reuse.

The mine generating stations that were inventoried included Clearfield Bituminous Coal Corporation's facilities at Rossiter and Clymer, and the largest of the coal company power houses, the facilities at Lucerne, built by the Rochester and Pittsburgh Coal Company.<sup>37</sup> In later years, the coal companies drew power for their operations from public utilities. The last of the mine generating plants, the R&P

generating stations serving public utilities, see the "Utilities" chapter.

### *Office Buildings*

The two local giants of the coal industry, the Clearfield Bituminous Coal Corporation and the Rochester & Pittsburgh Coal & Iron Company, were each established outside of Indiana County, but both located their corporate offices in Indiana Borough. The larger mines had office buildings as well, and a number of these remain. These include the former Rochester & Pittsburgh Coal & Iron Company office at Aultman, the office at the Iselin Mine of the Pittsburgh Gas Coal Company (R&PC&I), and the former office of the Penn-Mary Coal Company at Heilwood.

### *Coke Ovens*

Only one battery of coke ovens survives in Indiana County, the bank of 256 beehive ovens constructed in 1952 by the Rochester & Pittsburgh Coal Company at Lucernemines in Center Township. The coke ovens at Coral were all destroyed in June 1990 as part of a coal mine reclamation project, only a week before the inventory project began. No ovens survive at Graceton, Ernest or Blairsville, although coking plants operated at each of these places as well.

## **Company Housing**

With the arrival of the coal boom in the 1890s, the coal companies quickly depleted the local labor force. They then turned largely to Eastern European immigrant labor. The employees were housed in company-provided housing or towns to keep the labor force within walking distance of the mines, which in most cases were located in isolated areas with no other housing available. The control of the towns also gave the companies control over many aspects of the miners' lives.

The Historic American Engineering Record conducted a detailed survey of selected coal company towns in southwestern Pennsylvania in 1988. The resulting publication, *A Legacy of Coal: The Coal Company Towns of Southwestern Pennsylvania* by Margaret M. Mulrooney, was published by HABS/HAER in 1989. Analyzing data collected in the HAER survey and a Pennsylvania Historical & Museum Commission reconnaissance survey of resources in the nine-county America's Industrial Heritage Project region, Mulrooney found that most coal company towns shared five characteristics:

- 1) Each town was financed, built, owned and operated by only one company. Unlike other single-enterprise towns, the primary employer was also the primary landholder. In this dual capacity, the company determined not only the economic character of the community, but the social, political and cultural character as well.
- 2) Houses in these towns tended to be two-story, wood-frame structures, whether detached or semi-detached, with four or six rooms per dwelling unit.
- 3) There was a clear hierarchy of architecture in each town that separated management from labor and reinforced ideas of ethnic and occupational segregation.
- 4) Houses within a given community were remarkably similar in style and materials since construction was carried out as cheaply as possible.

## Extractive Industries

5) Coal towns shared a similarity of spatial arrangement. In almost all cases, the location of the mine site and its associated buildings received primary considerations while housing took a secondary role. Nevertheless, housing was always located near the work site to maximize efficiency.<sup>38</sup>

These findings are valid for most of the coal company towns in Indiana County. Companies had little choice but to provide housing, both to attract workers and to keep them near the mine sites. On the other hand control of the towns also gave the companies great control over the now-captive labor force. Workers had no normal leases, and were subject to rapid eviction at the company's order. Companies often attempted to bar union men and strikers from their properties, including the company towns. To enforce their policies, the operators often used "Coal & Iron Police," special forces authorized by the state legislature in 1866 to protect company properties from violent strikes; salaries were paid by the companies.<sup>39</sup> These special police were often used in a harassing manner, breaking up strikes, evicting miners, putting down assemblies and generally discouraging protests. At Heilwood, the special police operated a large searchlight which was plied on the town at night. "It was like living in a prison camp," one former miner related. Some of the mining towns had their own jails; two of these were surveyed, at Heilwood and Wehrum.



**Photo 1.** Lackawanna Coal & Coke Company Coal and Iron Police in Vintondale, Pennsylvania, during the strike of bituminous miners in 1922. Photo collection of Denise Weber.

Most of the houses were detached single or doubles. These were more favored by families than row-houses or tenements. Mulrooney notes that coal companies tried to hire married men with families, believing them far less transient than single men. Such bachelors as were hired usually stayed in boarding houses, or with families who took in boarders to supplement their income.<sup>40</sup>

In most cases, the houses were constructed as cheaply as possible, as the companies did not expect their operations to continue indefinitely. Although water and electricity were eventually provided in most cases, few of the towns had sewerage systems or paved streets. Extras like closets, interior bathrooms, or cellars were often not provided. Architect Leslie Allen gave this rationale in *Industrial Housing Problems* (1917):

Many of the workingmen whose homes we wish to build have come from countries where four walls and a roof are considered sufficient shelter from the elements to make a home. We do want to house the lowest-paid man in a sanitary and hygienic home, but it is not necessary that this home be furnished with all the conveniences and appurtenances that are considered necessary in the American home.<sup>41</sup>

Wood-frame structures make up the overwhelming majority of coal miners' houses in the county, but a number of the towns had residences of masonry construction, including the brick houses of India, the tile blocks of Luciusboro, and the rammed clay blocks of Commodore and Barr Slope.

Most of the larger towns were laid out on grid patterns, resulting in rows of uniform houses and a monotonous appearance in many cases. Depending on the size of the town and other factors, the company might provide stores, schools, churches or lots for churches, medical facilities, and stores. Some had hotels, boarding houses, movie theaters, and other amenities. Some towns were provided with rail passenger service on the coal-carrying branch lines. Management housing, when located in the same community, was generally segregated from the worker residences. The homes of foremen and managers were larger than those of the workers, and the home of the superintendent was often quite elaborate. At R&P operations the back yards generally had a little space for a garden, and a privy at the rear with a narrow door at the base on the alley side which "honey-dippers" used for cleaning. Every two houses would share a common double-bay wooden coal shed also fronting on the alley; coal was purchased (from the company, of course) at a discount.

Glen Campbell, established in 1889, and Graceton, built the following year, were the first two company towns built in Indiana County. Some construction companies, such as the Hyde-Murphy Company of Ridgeway, specialized in building company towns. Hyde-Murphy put up 156 houses in 120 days at Ernest, and the Hyde-Murphy Company's 1907 quotation for the houses at Lucerne gives some idea of the scale of construction.<sup>42</sup> At Lucerne, four types of houses were specified:

1) We will furnish material and labor, erect and complete house as per plan "C", including kitchen sink connection for same run to outside of wall, for the sum of Seven Hundred Seventy-Five Dollars (\$775.00); if built before R.R. Siding is in to the location, add the sum of Twenty Dollars (\$20.00).



## Extractive Industries

- 2) We will furnish material and labor, erect and complete house as per plan "D" for the sum of Nine Hundred Seventy Dollars (\$970.00); if built before R.R. Siding is in to the location, add the sum of Twenty Dollars (\$20.00).
- 3) We will furnish material and labor, erect and complete house as per plan "B", with open stairs, rail and balusters and rear porch and pantry or Wash Room set on posts, for the sum of One Thousand Dollars (\$1,000.00); if built before R.R. Siding is in to the location, add the sum of Twenty-Five Dollars (\$25.00).
- 4) We will furnish material and labor, erect and complete house as per plan "A"--112, 34' x 42', for the sum of Eighteen Hundred Seventy-Five Dollars (\$1,875.00); if built before R.R. Siding is in to the location, add the sum of Forty Dollars (\$40.00).<sup>43</sup>

Scribbled over the paragraphs for plans "A" and "B" are the words "R&P Stan.," indicating a uniform style house may have been adopted by this time.<sup>44</sup> Most of the materials were apparently to be sent south on the Buffalo, Rochester & Pittsburgh Railway from Ridgeway in Clearfield County. The Hyde-Murphy Company also built the houses at Aultman, Waterman, Coy and Tide, and probably most of those at other R&P company towns.

In a few cases, several companies jointly developed towns. Glen Campbell, Alverda, Arcadia and other towns had housing for several companies. By no means did all the miners live in the company towns; many owned their own houses, or lived in established communities and commuted to work.

Where the coal companies operated their own power plants, electricity was provided to the towns, often for free. (By curious contrast, the miners were charged for their house coal.) Some miners took advantage of the free power, and hooked up bed-springs to the current, using them to heat their houses! Power from the plants was usually 25-cycle, and many of the town residents recall inconveniences caused by the later conversion to 60-cycle current.<sup>45</sup>

In the 1920s and 1930s, many of the towns fielded baseball teams, which played teams from other towns. The Rochester & Pittsburgh and several other large companies formed leagues, and the baseball teams generated much enthusiasm. In some cases, preferential treatment was afforded miners who were good ball players. Support for the teams came from deductions from miners' paychecks. The baseball leagues disbanded soon after unionization, when the involuntary deductions and preferential treatment ceased.<sup>46</sup>

With the severe decline in coal production following World War II, most of the companies began to sell off their company houses. In some cases, this followed the closure of mines, in others, houses were purchased by the working miners. The Rochester & Pittsburgh Coal Company sold all its company towns to Kovalchick Realty Company in June 1947; other companies soon followed suit.<sup>47</sup>

Several dozen towns were established by the coal industry in Indiana County in the late nineteenth and early twentieth centuries. These ranged in size from Rembrant with its three to five houses to Iselin, which at one time had a population of more than one thousand. Other examples of company housing in the county included housing for some of the early iron furnace operations at Buena Vista Furnace, and Baker's Furnace (Indiana Iron Works) at present Cramer.<sup>48</sup> The Columbia Plate Glass Company built forty brick houses for its workers on Seventh and Eighth Avenues in Blairsville.<sup>49</sup>

*Company Stores*

A number of the larger coal companies operated mercantile stores in conjunction with their other enterprises. In several cases, these were large, well-equipped stores; in others, they were fairly modest. Miners generally purchased their goods from the store on account, and the amount owed would be deducted from their pay. Frequently, miners were required to trade with the company store; they were also required to purchase their own tools, dynamite, and other mining supplies.

The company stores for the Clearfield Bituminous Coal Corporation were operated by the subsidiary Clearfield Supply Company; large examples survive at Clymer, Rossiter, and Commodore, while the one at Barr Slope was partially burned and has since been heavily altered. The Rochester & Pittsburgh Coal & Iron Company and its subsidiaries operated stores doing business as Trader Supply, Jefferson Supply, Valley Supply, and Mahoning Supply Company. The company store at Chambersville associated with the Seneca Coal Company was called Seneca Mercantile Company.<sup>50</sup>

**Bethlehem Mines Corporation/Industrial Collieries: Heilwood Tipple**

One-quarter mile southwest of Heilwood, Pine Township

USGS Quad: Strongstown (1:24000) UTM: 17/675540/4498365

Construction Date: ca. 1930s

**DESCRIPTION:** This coal-loading tipple is situated one-quarter mile southwest of Heilwood on the former railroad right-of-way. The tipple is of vertical-board wooden construction, and rests on large creosoted wooden bents. A metal loading chute swings out from the side, supported by a crane and pulley system. Southeast of the tipple a few yards is a small wooden frame structure clad in corrugated siding; this served as the dumping station for the coal cars which came from the mines. The carts would be tipped at this station, dropping the coal to the steel-lined base of the structure. The coal would then be carried up to the tipple by a covered conveyor belt with small attached machine shed. The tipple would then be able to load, by gravity, full-sized railroad cars which pulled up to its siding. The tipple has been abandoned for many years but is remarkably intact; most similar resources in the county (and there were dozens) have been scrapped.

**HISTORY:** A local informant believes that this is the third tipple at this location, and that it was constructed by the Bethlehem Mines Corporation, a subsidiary of the Bethlehem Steel Corporation, which inherited the mines from the Cambria Steel Company. In later years, Bethlehem Mines did business as "Industrial Collieries." Mines around Heilwood had earlier been operated by the Penn-Mary Coal Company, and before that, by the Possum Glory Coal Company. A 1911 map showed two other tipples, neither of which is intact. (One of these was located behind the present Pine Township municipal building, and was used for loading house coal for residents; the other tipple, the Possum Glory Tipple, was located at the main mine site south of town.)



## Extractive Industries

### Sources:

Interview with resident of Heilwood (declined to provide name), 8 August 1990.

Map of Heilwood, from *Coal Age*, November 1911, reprinted in Margaret M. Mulrooney, *A Legacy of Coal: The Coal Company Towns of Southwestern Pennsylvania*. Washington, D.C.: Historic American Buildings Survey/Historic American Engineering Record, 1989.

### Bethlehem Mines Corporation: Mentcle (Company Town)

Pennsylvania Highway 553 near Yellow Creek, Cherryhill Township

USGS Quad: Commodore (1:24000) UTM: 17/679100/4500400

Construction Date: ca. 1920s

**DESCRIPTION:** The town consists of approximately thirty frame houses arranged on either side of the highway and a short loop street to the north. The arrangement is interesting; single houses are located on the south side of the highway, and double houses are located across the road, facing the singles. The handful of houses on the north side street may have been managers' housing.

The single houses are two stories in height, and of balloon-frame construction. The front-gabled houses are built on concrete-block foundations and are topped with shingle roofs with brick chimneys near the center. Shed porches extend across the front. The double houses have the long axis facing the street. Doors are located to the sides, and again, a central chimney, serving both units, is located at the center of the gabled shingle roof.



**Photo 2.** Mentcle, row of double houses. (The satellite dish in the foreground is a recent installation.) Photo by Richard Quin.

The mining complex was located north and to the east of the town, across Yellow Creek along the former Cambria & Indiana Railroad (the tracks are now being dismantled). Three buildings survive--the wash house, a small boiler building, and an airshaft/fanhouse. The wash house is a common-bond brick building, approximately 50' x 30', with a lower extension to the west. The building rests on a concrete slab foundation and is topped by a side-gable roof with three round metal ventilators. A smaller boiler house is located just east of the wash house and connected to it by cast-iron steam pipes; this gabled-roof brick structure has a relatively tall brick chimney at the west end. Some fifty yards to the west of the main buildings is a mine airshaft. This brick and iron building has a shed roof and an intact 16' diameter metal fan used to force air into the mines.

**HISTORY:** Mentcle was apparently established in the 1920s by Bethlehem Steel Corporation, which operated a captive mine here. During World War II, the works was leased to Redlands Coal Company, a commercial operator. Bethlehem Steel resumed operations soon after the war, and operated the mines on an intermittent basis. The Pine Township Company evidently leased the mines later, but operations shut down permanently about 1960. At least thirty-five company houses were constructed in the initial years of mine operations.

**Sources:**

Interview with former miner, Alverda, September 1990.

**Brush Creek Mining Company: Coy (Company Town)**

Center Township

USGS Quad: Indiana (1:24000) UTM: 17/657300/4487900

Construction Date: ca. 1913

**DESCRIPTION:** Coy, in eastern Center Township, is representative of the smaller company towns developed by the Rochester & Pittsburgh Coal & Iron Company. The town developed around the Coy mine, opened in 1913 by the Brush Creek Mining Company, an R&P subsidiary. Twenty-three double houses were present by 1928.

The typical house is built on a random rubble stone foundation, and is topped by a side-gable slate or shingle roof. The walls are clad in weatherboard siding, at one time painted a uniform grey. A single corbeled brick chimney is located on the ridge at the center. Full-length shed porches extend across the front; other shed porches at the rear have been enclosed on almost all the houses. The houses are laid out to either side of a single main street, with a few houses clustered off a side street near the center of the village. Most of the original homes remain.

**HISTORY:** The Rochester & Pittsburgh Coal & Iron Company formed a subsidiary operation, the Brush Creek Mining Company, in 1913. The new company opened the Coy #1 mine four months later. It had electrical mining equipment and was ventilated by a Stine fan. Power came from the company's central power house at Lucerne, and was converted at a substation at nearby Snyder. By September, coal was being shipped from the mine via the Tearing Run Branch of the Buffalo, Rochester & Pittsburgh Railway. In 1914, 101 men were employed; coal production that year was nearly 119,000 tons. The new town of Coy, named for property owner J.B. Coy, was situated to

## Extractive Industries

enable miners to work here, or at other Brush Creek Mining Company mines at Snyder and Waterman. Coy had twenty-three double houses by 1928. The mine closed two years later. The R&P maintained ownership of the houses until 1947, when it sold all its company towns.

### Sources:

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1978-1989.

## Brush Creek Mining Company: Luciusboro (Company Town)

Center Township

USGS Quad: Indiana/Brush Valley (1:24000)

UTM: 17/659000/4486150

Construction Date: ca. 1913



Photo 3. Luciusboro, company house. Photo by Richard Quin.

**DESCRIPTION:** Luciusboro, in eastern Center Township, has forty-odd small houses arranged on three parallel streets on a hillside east of the Brush Valley-Coral Road. The typical company house here is of tile construction, two stories in height, resting on a coursed ashlar stone foundation and topped by a front-gable shingle roof. The house has double-hung sash windows with 2/2 lights, a brick flue at the ridge, a one-bay shed porch on the front at the doorway, and a smaller shed porch,

partially enclosed in weatherboards (original), at the rear. Twenty to twenty-four such houses survive in the community.

**HISTORY:** The Brush Creek Mining Company, a subsidiary of the Rochester & Pittsburgh Coal & Iron Company, began operations on the Henry Fritz, McFeaters, and Duncan farms in eastern Center Township in August 1913, when Luciusboro #1 mine opened. The mine and company town was named Luciusboro, after Lucius Waterman Robinson, R&PC&I president. During the first year, the mine produced over 71,000 tons of coal. In 1914, seventy-one men were employed. Electricity was used in the mine from the start. By 1928 annual production had increased to 125,000 tons of coal. However, the mines were soon exhausted, and shut down permanently only two years later.

The planned town which accompanied the mine eventually had fifty-one single and twenty-six double houses, a community hall, doctor's office, and infirmary. Today, approximately half of the glazed-tile houses remain in the community and are privately owned.

**Sources:**

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

**Brush Creek Mining Company:  
Luciusboro Tipple**

1/4 mile northwest of Luciusboro, Center Township

USGS Quad: Indiana (1:24000)

UTM: 17/658700/4486180

Construction Date: ca. 1913



**Photo 4.** Luciusboro tipple. Photo by Richard Quin.

**DESCRIPTION:** A distinctive wooden loading tipple survives just northwest of Luciusboro in eastern Center Township. The structure is built on a wooden braced frame, and is clad in horizontal wooden sheathing. Access to the three gravity-fed bins is from a ramp on the hillside on the east

## **Extractive Industries**

side. A rail siding from the Buffalo, Rochester & Pittsburgh Railway's Tearing Run Branch passed under the tippie, allowing the cars to be loaded. One small iron coal car lies beneath the tippie today. The tippie itself is largely intact, but in very poor condition and liable to collapse.

To either side of the road just west of the tippie are stone abutments that likely supported a trestle leading to a large boney pile on the east side of the road. In the midst of this pile are concrete and steel footings from what was likely another tippie. The site has been abandoned for many years.

**HISTORY:** The Brush Creek Mining Company, a subsidiary of the Rochester & Pittsburgh Coal & Iron Company, opened its Luciusboro #1 mine in 1913. The Department of Mines Report for 1914 states that a "new steel tippie" was erected that year. This was likely the original tippie, and the steel footings across the road in the boney waste is apparently what remains of the steel tippie. Production continued here until the complex was abandoned in 1930.

### **Sources:**

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.

## **Brush Creek Mining Company: Waterman (Company Town)**

Center Township

USGS Quad: Indiana/Brush Valley (1:24000)

UTM: 17/658700/4487350

Construction Date: ca. 1913

**DESCRIPTION:** Waterman, on Chestnut Ridge in eastern Center Township, was established by the Rochester & Pittsburgh Coal & Iron Company in 1913 as part of its Brush Creek field operations. At least sixty houses were once located here, the majority of which remain. The town was named for Lucius Waterman Robinson, president of the R&PC&I.

The typical double house designed for two families is similar to other houses built for the company at nearby Tide and Coy. Built on a random rubble stone foundation, the houses are clad in weatherboard siding and are topped by side-gable slate or shingle roofs. Single brick chimneys, shared by both units, are located at the central roof ridge. Shed porches extend nearly across the front; on most houses, shed porches at the rear have been enclosed for additional living space. Most of the tightly packed houses have had their original gray weatherboard walls covered with synthetic siding, but their original plans are still evident.

On the hillside south of town, seven houses remain which once housed the mine superintendent and foremen. These are larger houses, with bigger yards and more elaborate ornamentation. Most have been substantially altered.



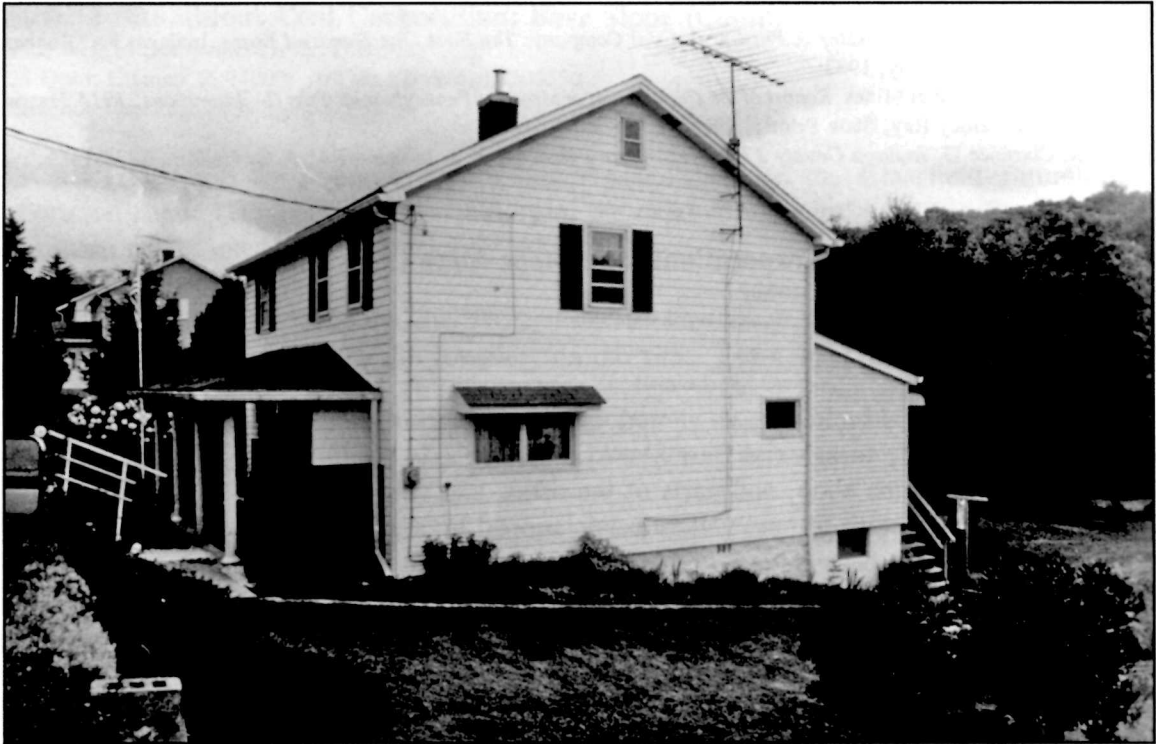


Photo 5. Waterman, double house. Photo by Richard Quin.

The company store once stood near the lower end of the village. It has been replaced by a nondescript concrete block building. The Waterman #1 Mine complex itself has been dismantled, and strip mining operations are now underway in the area.

**HISTORY:** The Brush Creek Mining Company, a subsidiary of the Rochester & Pittsburgh Coal & Iron Company, was incorporated in 1913. The company's operations included mines at Coy, Snyder and Waterman.

Waterman's #1 drift mine was opened in 1913. The Hyde-Murphy Company, which had constructed the R&P housing at Ernest and Iselin, began construction of weatherboarded frame houses for the workers. Eventually, sixty double houses along the Homer City road were built, plus a series of management houses on the hillside southeast of the main row; the residences were constructed by Hyde-Murphy Company of Ridgeway, Pennsylvania. The town was also provided with a company store and post office, and rail and freight service on the Buffalo, Rochester & Pittsburgh Railway's Tearing Run Branch. In 1914, only a year after the mine opened, 65,000 tons of coal were produced by seventy-five employees. The mines were electrified and vented by a Stine fan. An accident in 1937 took the lives of two student engineers in Mine #2 when a runaway string of cars crashed into an empty one. Underground mining ceased here in 1952, though surface mining is still being conducted in the area. The houses were sold off in 1947 and are now privately owned.

## Extractive Industries

### Sources:

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1978-1989.

### **Clearfield Bituminous Coal Corporation: Barr Slope Mine Complex**

1/3 mile west of Dixonville, Green Township

USGS Quad: Clymer (1:24000) UTM: 17/667900/4508475

Construction Date: ca. 1905

**DESCRIPTION:** Several buildings, all altered, remain to mark the site of the Clearfield Bituminous Coal Corporation mining complex at Barr Slope. The remaining buildings are the blacksmith shop, the sand house, a machine shop, and parts of the office and company store. The blacksmith shop is a roughly square structure of pale yellow brick, topped by a hipped metal roof. The structure is now a shop area and has been gutted. Exterior doors have been changed, and the building altered in some other ways, but this remains the most intact of the historic mine buildings in the current factory complex. The machine shop has been incorporated into an enlarged building with continuous additions joined to each of the exterior walls. The sand-house has likewise received an addition; it is another brick block structure of little architectural distinction, and now serves as a warehouse. The company store, Clearfield Supply Company, was a two-story building, also of the same pale brick construction, but the upper floor burned off in the 1960s and the exterior has been considerably altered. It now serves as offices for the present factory.

**HISTORY:** In 1905 the Clearfield Bituminous Coal Corporation opened a new mine at Barr Slope. The Barr Mine had 129 workers and produced over 77,000 tons in 1907. By 1914 annual production had reached 138,000 tons, with 207 employees. The coal was all contracted to the New York Central Railroad. This slope mine initially used steam for haulage; ventilation was provided by a Stine fan. In addition to the mine complex, the company provided housing for its workers. Operations continued until the early 1950s. In 1955 the mine complex site was purchased by three Clymer citizens--Michael Lawer, Tres Lawer and Al Novak--who located their new Greensteel Chalkboard Company factory here. Some of the old mining buildings were remodeled, but tipples and many other mine-related structures were removed. Greensteel's parent company, BMI, Inc., was merged with Adience Equities in 1985.

### Sources:

Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1907*. Harrisburg, PA: William Stanley Ray, State Printer, 1908.

\_\_\_\_\_. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*. Indiana, PA: A.G. Halldin, 1978-1989.

Interview with Michael Lawer, Greensteel Corporation, Dixonville, Pennsylvania, August 1990.

**Clearfield Bituminous Coal Corporation: Barr Slope (Company Town)**

1/3 mile west of Dixonville, Green Township

USGS Quad: Clymer (1:24000) UTM: 17/667600/4508550

Construction Date: ca. 1906

**DESCRIPTION:** Barr Slope, a mining town established by the Clearfield Bituminous Coal Corporation about 1906, contains about sixty of the original workers' houses. Two main types of housing are represented in the community.

The more common type, found at the western end of the village, is a two-story structure built of molded blocks manufactured by the company on the site. The houses are constructed on concrete-block foundations and are topped by front-gable shingle roofs. Cellars are located beneath most of the houses. Shed porches run across the front, and small frame shed sections are located to one side of the rear, with shed porch extensions to the other. Central brick chimneys are located at the rear.

Frame double houses comprise the second type of housing. These houses are situated on concrete-block foundations, and are covered by side-gable shingle roofs. The walls are clad in asbestos-shingle siding, and simple shed porches extend across the front. About twenty of these houses are present, mostly at the eastern side of the village.

**HISTORY:** The Clearfield Bituminous Coal Corporation began operations at Barr Slope in 1905, two or three years after the CBC had amassed 15,000 acres of coal lands in Cherryhill and Rayne townships. The company town of Barr Slope was built about this time, and the rammed clay blocks used in construction were made on site. The mine closed in 1962, and the houses are now mostly in private hands.

**Sources:**

Interview with Michael B. Lawer, Greensteel Corporation, Barr Slope, Pennsylvania, August 1990.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

**Clearfield Bituminous Coal Corporation: Clymer Machine Shop**

Adams Street, Clymer Borough

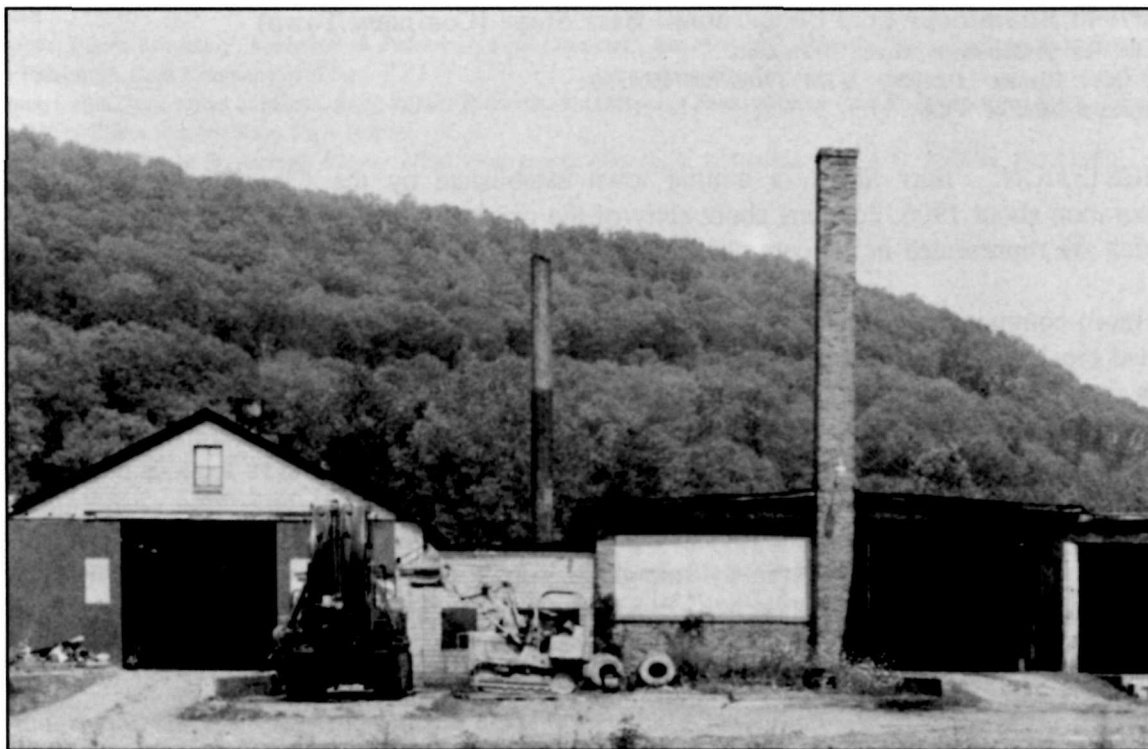
USGS Quad: Clymer (1:24000) UTM: 17/668005/4504050

Construction Date: ca. 1905

**DESCRIPTION:** This large ca. 1905 buff brick structure on Adams Street in Clymer Borough was built as a machine shop for the Clearfield Bituminous Coal Corporation, which operated mines in the area at Clymer, Sample Run, and Barr Slope. The building, constructed in several sections, measures approximately 200' x 100'. Built on a concrete-slab foundation and covered by metal gable and shed roofs, the building has been altered by the boarding of a number of original windows and doors. Nevertheless, its original appearance is quite apparent. The building has a large iron chimney stack, in poor condition, and three circular metal ventilators on a small gabled section at the north end.



## Extractive Industries



**Photo 6.** Machine shop of Clearfield Bituminous Coal Corporation in Clymer. Photo by Richard Quin.

**HISTORY:** The building likely dates from about 1905 or 1906, by which time the CBC's mining operations in the neighborhood were well underway. It served as the company's central machine shop in which mining equipment was repaired and maintained for all the CBC mines. Work performed here included general repairs, winding of electric armatures, welding, and lathe work. The plant now serves as a diesel repair shop. Most of the original equipment has been removed, but aside from the boarding of some windows and doors, the building has been little altered.

### Sources:

Interview with Clarence D. Stephenson, Marion Center, September 1990.

Musser, A.J. "Coal and The New York Central Railroad Company." *The Explosives Engineer*, March-April 1944.

### **Clearfield Bituminous Coal Corporation: Clymer Office Building**

Pennsylvania Highway 403, Clymer Borough

USGS Quad: Clymer (1:24000) UTM: 17/667780/4503650

Construction Date: ca. 1910s

**DESCRIPTION:** This attractive two-story building served as the Clymer office of the Clearfield Bituminous Coal Corporation, which conducted mining operations in the area at Clymer, Sample Run, and Barr Slope. The roughly square two-story building is built on a coursed ashlar stone foundation and is covered by a pyramidal shingle roof. Walls are of stretcher-bond brick on the first

floor and shingles on the second. Windows are double-hung sash with segmental arched lintels. Entry doors are located on either side. A full cellar is located beneath the building.

**HISTORY:** The Clearfield Bituminous Coal Corporation, which mined coal for the New York Central Railroad system, acquired 15,000 acres of coal lands in east central Indiana County in 1903. The company soon opened mines at Sample Run and Barr Slope, outside the town of Clymer. This office building now serves as a dentist's office and has been little altered.

**Sources:**

Lezark, Alex. "Mining in the Clymer Area: Clearfield Bituminous Coal Corporation." in Clarence D. Stephenson, editor, *The Clymer-Cherryhill Story*.

Musser, A.J. "Coal and The New York Central Railroad Company." *The Explosives Engineer*, March-April 1944.

**Clearfield Bituminous Coal Corporation: Commodore (Company Town)**

Green Township

USGS Quad: Commodore (1:24000) UTM: 17/673610/4508680

Construction Date: 1920

**DESCRIPTION:** This large company town on Two Lick Creek in Green Township was established by the Clearfield Bituminous Coal Corporation in 1920. One of the largest of Indiana County's company towns, it is still mostly intact and well-populated.

Houses in the community are primarily built of pressed clay blocks, made on location. The two-story single-family dwellings are constructed on concrete block foundations and are topped by front-gable shingle roofs. Many of the houses have cellars. Shed porches run across the front, and small frame shed sections are located to one side of the rear, with shed porch extensions to the other. Interior brick chimneys are located at the rear. These houses are built on the same general plan as those at Barr Slope and Clymer, but are occasionally somewhat larger and are often set on bigger lots.

The mine complex has been almost completely dismantled, though rubble, abandoned rail beds, and large boney piles mark the site. One structure survives, which appears to have been a car repair shop; like most of the houses in the town, the one-story structure is of pressed-clay block construction. It has been severely altered and now serves as a repair shop for trucks.

**HISTORY:** Commodore, the "model town" of the Clearfield Bituminous Coal Corporation, was established in 1920. The mining town was named for Commodore Cornelius Vanderbilt, one of the major shareholders. Located on the New York Central Railroad (now Conrail), the town contained a large number of company houses, a bank, a garage, a high school, electrical power and a water system. The mines themselves were fully equipped, and boasted a complete machine shop and steel tipple. By 1922 they were producing more than 1,000 tons of coal per day. The first child born in the new community was named Commodore Stark.

## Extractive Industries

Coal production from the deep mines at Commodore ceased after World War II, though some surface mining continued for a while. Even though no mines are now operating in the community, the town has survived nearly intact, and many of the houses are still occupied by retired miners who had worked in the local mines. The vacant Clearfield Supply Company building was purchased from the CBC by the Green Township Community Action Center in 1970 and remodeled the following year to serve as Commodore's community center.

### Sources:

"Commodore: A Community That Gets Things Done." Unidentified newspaper clipping, 28 October 1971, in files of Historical and Genealogical Society of Indiana County.

"The History of Commodore," *Indiana Progress*, 21 June 1922.

Musser, A.J. "Coal and The New York Central Railroad Company." *The Explosives Engineer*, March-April 1944.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2, 3. Indiana, PA: A.G. Halldin, 1978-1989.



**Photo 7.** Commodore, row of single-family dwellings. Photo by Scott Brown.

## Clearfield Supply Company, Commodore (Company Store)

Commodore, Green Township

USGS Quad: Commodore (1:24000)

UTM: 17/673610/4508680

Construction Date: 1924

**DESCRIPTION:** The former Clearfield Supply Company Store at Commodore is a massive building of concrete block construction, with a brick veneer on the front wall. The two-story building, which

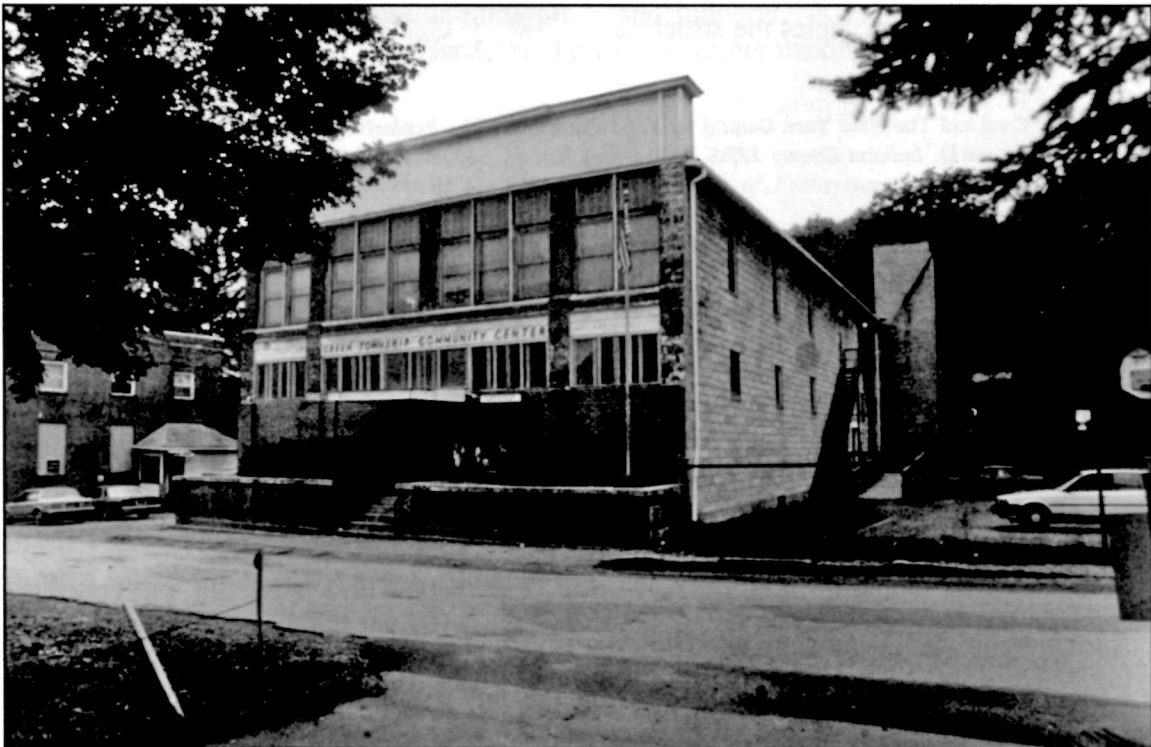
measures 160' x 65', is four bays wide by seven deep, and is covered by a shallow gable roof behind low parapet walls. The facade is arranged around recessed double-leaf doors; plate glass display windows to either side have been partially filled in with brick. An exterior elevator tower is located at the northwest corner. To the rear of the building is a low one-story concrete block addition, housing a fire department garage.

**HISTORY:** The mining town of Commodore (named for Commodore Cornelius Vanderbilt) was established by the Clearfield Bituminous Coal Corporation in 1920. The imposing company store was built in 1924. The store continued in operation until the early 1950s, after the mines were closed. In 1970, it was purchased from the CBC by the Green Township Community Action Center and remodeled the following year. It now serves as Commodore's Community Center.

**Sources:**

"Commodore: A Community That Gets Things Done." Unidentified newspaper clipping, 28 October 1971, in files of Historical and Genealogical Society of Indiana County.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.



**Photo 8.** Commodore, former company store, now a community center. Photo by Richard Quin.

## Extractive Industries

### **Clearfield Bituminous Coal Corporation: Indiana Office Building**

801 Water Street, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/656065/4498500

Construction Date: 1920

**DESCRIPTION:** The former Clearfield Bituminous Coal Corporation (CBC) Indiana Office Building is two stories in height over a full basement, and rests on a stone and concrete block foundation topped by a shallow gable roof. Walls are of stretcher-bond brick, and are decorated with sandstone pilasters and terra cotta friezes with mining tools depicted in relief. Windows are flanked by engaged columns with acanthus-leaf capitals. Interior offices have been altered, and the building now serves as an annex for the Indiana County Courthouse.

**HISTORY:** The Clearfield Bituminous Coal Corporation began operations in Indiana County around Rossiter in the first years of the twentieth century. By the 1920s the CBC had large complexes at Sample Run, Barr Slope, Rossiter, Commodore, and other locations, and the company erected a new office building on Water Street in Indiana in 1920. The building served as the coal company's corporate offices until 1981, when they were relocated to Pittsburgh. The Indiana County Courthouse Annex now occupies the structure.

#### Sources:

Musser, A.J. "Coal and The New York Central Railroad Company." *The Explosives Engineer*, March-April 1944.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*. Indiana, PA: A.G. Halldin, 1989.

### **Clearfield Bituminous Coal Corporation: Onberg Mine Complex**

2 miles south of Tanoma, Rayne Township

USGS Quad: Clymer (1:24000) UTM: 17/664820/4503980

Construction Date: ca. 1905

**DESCRIPTION:** Three buildings and some foundations survive from the Clearfield Bituminous Coal Corporation's mine complex at Onberg in Rayne Township. The buildings served as power and ventilating facilities, and included an emergency exit for the CBC's Sample Run Mine, the main complex of which was located roughly two miles southwest.

All three surviving buildings are of buff-brick construction and are built on concrete slab foundations. The largest of the three buildings is an electrical substation. The one-story building measures roughly 45' x 25' and has a projecting lower gabled entry wing. The substation has segmental-arched windows and doors with concrete lintels and arch radiating voussoirs, and a wooden gabled ventilator at the central ridge of the slate roof. Ceramic insulators on the southwest end received the electrical lines from the main CBC powerhouse at Sample Run. The interior contained transformers and frequency changers, all removed. Behind and to the east of the substation is a smaller structure which served as a fanhouse for the mines. The one-story building has double-leaf diagonal batten doors and a gabled roof covered with replacement shingles. A new frame shed addition at the rear covers a concrete slab which supported the ventilating fan. The fan has been removed; it was probably a Stine fan, as these were shown in use at the Sample Run mines in Department of Mines reports.

North of the other two buildings is a small brick building which housed an airshaft for the mines. The square structure measures roughly 10' x 10', and has a wooden louvered vent on the top of the slate roof. It has small double-leaf diagonal batten doors on one side, and a small double-hung sash window with 8/8 lights on another wall. A concrete slab at the rear once supported a shed addition, now removed. The mine entry, now sealed, was located just northeast of the airshaft. Other foundations can be seen nearby.

**HISTORY:** Clearfield Bituminous Coal Corporation, a subsidiary of the New York Central Railroad, purchased extensive lands in the Two Lick watershed in Rayne and Cherryhill townships in 1902. Three years later, the CBC opened a major mine at Sample Run near the newly established town of Clymer. This complex near Onberg, two miles northwest, probably opened some time later, and served as an electrical substation and emergency escape for the main Sample Run Mine. The mines shut down in the early 1950s. The machinery was later removed, and the structures are now in private ownership.

Of additional interest are the great stands of pine and Chinese larch trees in the area. The wood from the trees was intended for use as mine props and supports. Also, the planting of the trees enabled the company to claim planted lands as "farms," therefore making itself eligible for lucrative tax benefits.

**Sources:**

Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914.* Harrisburg, PA: William Stanley Ray, State Printer, 1915.  
 Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v.2. Indiana, PA: A.G. Halldin, 1989.  
 Interview with David Kemp, Onberg, August 1990.

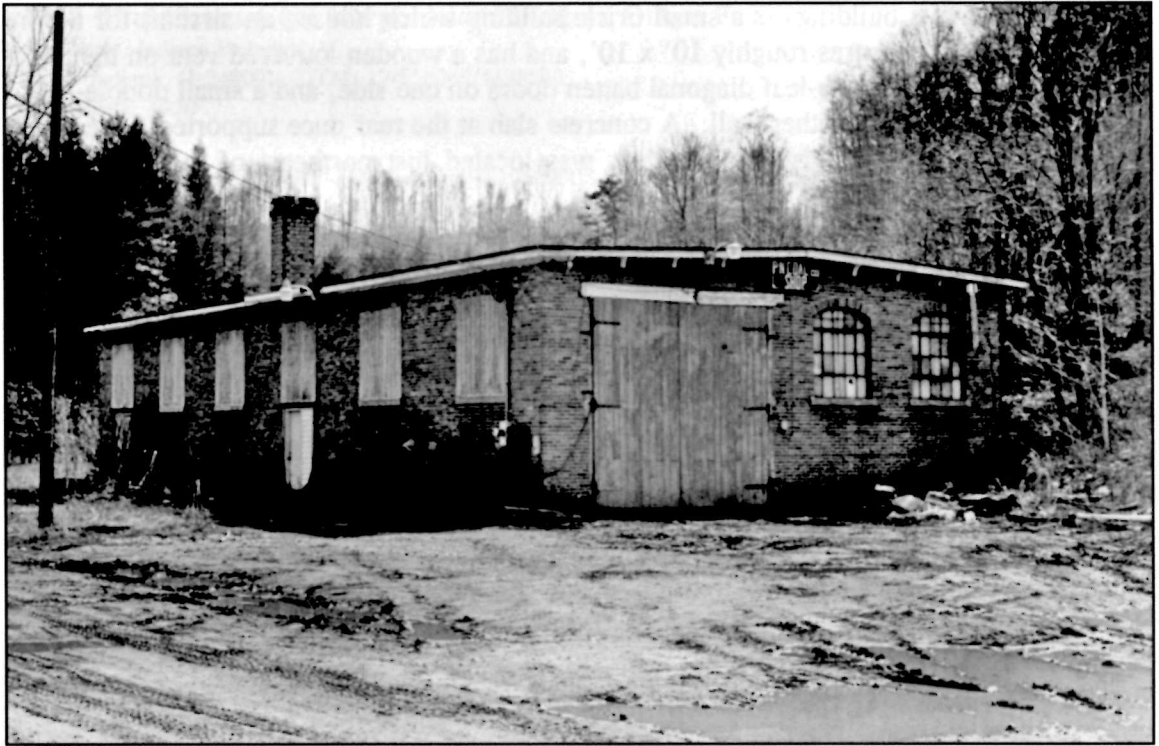
**Clearfield Bituminous Coal Corporation: Rossiter Mines Complex**

1/4 mile southwest of Rossiter, Canoe Township  
 USGS Quad: Punxsutawney (1:24000) UTM: 17/673600/4528740  
 Construction Date: ca. 1900s

**DESCRIPTION:** Only the powerhouse, wash house and a machine shop remain from the Clearfield Bituminous Coal Corporation's Canoe Ridge Mines complex at Rossiter in northern Indiana County. The 1915 powerhouse, second on the spot, is a large, one-story buff brick building with a full basement, measuring roughly 150' x 70'. The structure is built on a reinforced concrete foundation and was topped by a flat roof set behind parapet walls with concrete coping; the roof has collapsed in recent years. Windows and entries are topped with segmental arches with three courses of arch radiating voussoirs. A massive brick chimney, approximately 20' in diameter and 150' high, stands next to the plant. In the flat below was the "spraze," a pond in which the water from the boilers was aerated and cooled. Original equipment was a 400-horsepower water tube boiler, and two 600-kilowatt turbines driving 2,300-volt AC generators; all of this has been removed.



## Extractive Industries



**Photo 9.** Rossiter mines complex, blacksmith shop. Photo by Scott Brown.

The former wash house is located a short distance to the south. This smaller one-story brick building is built on a concrete foundation, is covered by a shallow-gabled composition shingle roof, and has an interior brick chimney near the rear.

North of the powerhouse is the former blacksmith shop, another buff brick structure measuring approximately 160' x 50'. The building is topped by a low gabled roof and has metal framed windows running along the sides. The P&N Coal Company utilizes this structure as offices and repair facilities.

Other small structures in ruins, and foundations from other buildings, are present on the site, but tipples, washers, etc., and the other mine buildings are apparently removed. A dam located on the site, probably used to provide water for the powerhouse, burst in the 1936 flood, killing four.

**HISTORY:** The Clearfield Bituminous Coal Corporation purchased 5,000 acres in Canoe Township from Jacob Smith about 1900, and opened the Rossiter Mines and built the town of Rossiter. The mines were captive mines, producing coal solely for the New York Central Railroad system, whose coal mining department had a long-term contract with the CBC. Coal was taken from the Upper Freeport "D" and "E" seams. By 1914 the three drift mines there--Canoe Ridge #1, #3, and #4--employed 700 men and produced over 573,000 tons of coal that year. Mines #1 and #3 were electrified; #4 used steam for haulage. Stine and Robinson fans were used for ventilation. Late in 1914, the large power house was built, and all operations were electrified. In later years, the CBC's

central power plant at Sample Run supplied power to the Rossiter operations. The company renamed the mines "Rossiter" #1, #3, and #4 in 1917, and a new mine, Rossiter #5, opened soon afterwards. Production of the four mines in 1930 was a combined 519,000 tons, but the number of employees had dropped to 417 due to more efficient mining practices. The CBC took out much coal through World War II, by which time it was involved in strip operations. The deep-mine coal ran out in 1942, and the Rossiter mines shut down afterwards. The last load was taken out in 1946.

The wash house was later acquired by the Loree Footwear Corporation, which operated a shoe factory here. The plant had an annual capacity of 100,000 pairs of shoes and employed 125 people. Later, the plant closed and moved to Big Run in Jefferson County. Today, the building and the machine shop are used by the P&N Coal Company, a small operation.

#### Sources:

- Basile, Frank J. *Rossiter, Pennsylvania: Her People, Past and Present*. Greensburg, PA: Charles M. Henry, 1979.  
 Graff, Bill. "Two Days the Rain Came Down." *Indiana Gazette*, 15 March 1986.  
 Musser, A.J. "Coal and The New York Central Railroad Company." *The Explosives Engineer*, March-April 1944.  
 Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.  
 \_\_\_\_\_. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1929-1930*. Harrisburg, PA: n.p., 1932.  
 Sipos, Frank. "Rossiter Has Only Shoe Factory in Indiana County." *Indiana Evening Gazette*, n.d.  
 Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
 Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

### **Clearfield Bituminous Coal Corporation: Rossiter (Company Town)**

Three miles southeast of Punxsutawney, in Canoe Township  
 USGS Quad: Punxsutawney (1:24000) UTM: 17/674700/4528800  
 Construction Date: ca. 1900

**DESCRIPTION:** Rossiter in Canoe Township is built on a southward branch of Canoe Creek, a tributary of Mahoning Creek. The town is three miles southeast of Punxsutawney, Jefferson County. The town is laid out on three main streets running northwest-southeast and several cross-streets. The main Clearfield Bituminous Coal Corporation mine complex, which was the reason for the company town's existence, was located up a valley to the southwest of the town; more recent surface mines surround the town on the other sides.

About ninety houses, two churches, a school, and a row of commercial buildings are located in the community. The commercial row is dominated by the large former company store, Clearfield Supply Company. Another twenty-five or thirty houses are located just north of Rossiter at Smyerstown, a development of private houses on individual lots.

Several house types were observed in the survey. A common double-house plan is a two-story frame structure, with the six bays divided equally into two units. The shingled frame houses are built on concrete block foundations, are topped by side-gable roofs, have one-story half-hipped porches across the front, and one-story shed wings across the rear. Another common type is a two-story single-





**Photo 10.** Rossiter, single-family houses, constructed in the early 1900s. Photo by Scott Brown.

family house, with six rooms. A one-story shed porch crosses this facade. This type of house rests on a block foundation and is topped by a front-gable roof with central chimney. A number of smaller one-story bungalows are located on the hill on the northeast side of the town. Most of the houses have been altered.

**HISTORY:** The Clearfield Bituminous Coal Corporation opened its first Indiana County operations on a 5,000-acre reservation in northern Canoe Township in 1900. The new operations were called the "Canoe Ridge Mines." By the end of the year 200 houses and a company store had been erected, and the new town was named "Rossiter" after E.W. Rossiter, treasurer of the New York Central Railroad. Lumber for some of the houses came from dismantled houses from the company town of Gazzam in Clearfield County. By 1901, the population was almost 1,000. In 1908, 937 men were employed at the mines, and they produced nearly 606,000 tons of coal.

The town was the largest in the north end of the county for some time. In 1913, it had two hotels, "The Brandon" and "The Rossiter," two schools, three stores, and a post office. In 1917, thirty-five brick bungalows were built. The houses north of Rossiter at Smyerstown were built beginning in 1901 by miners who wished to own their own houses on private lots. The land was named for its developer, Benjamin Smyers.

The independent Frances Mine opened at Smyerstown in 1907. Eventually it came under control of the Rochester & Pittsburgh Coal & Iron Company. An incline plane railway was used to transport



**Photo 11.** Rossiter, double house with such alterations as a new foundation, porches, siding, and roof shingles. Photo by Scott Brown.

coal to the tipples. There were 160 employees here in 1914, under C.J. Weber, superintendent. Mining continued under R&P control until 1928, when R&P sold this operation to A.C. Light. No resources associated with this site were located.

By the 1940s, deep mining in the Rossiter area had been replaced by surface (strip) mining. The last load of CBC coal left Rossiter in 1946. Some small operators are again mining in the vicinity and the P&N Coal Company now leases the former CBC mine buildings.

**Sources:**

Basile, Frank J. *Rossiter, Pennsylvania: Her People, Past and Present*. Greensburg, PA: Charles M. Henry, 1979.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana: A.G. Halldin, 1989.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers, 1913.

**Clearfield Supply Company, Rossiter (Company Store)**

Rossiter, Canoe Township

USGS Quad: Punxsutawney (1:24000) UTM: 17/674025/4528805

Construction Date: 1924

**DESCRIPTION:** Clearfield Supply Company was the company store for the Clearfield Bituminous Coal Corporation (CBC). The company's store at the mining town of Rossiter was built in 1924.

## Extractive Industries

The massive two-story building is of common-bond brick construction, built on a concrete-block foundation, and is covered with a sloping built-up roof behind a brick parapet wall. The five-bay front has large plate-glass display windows, recessed entrances, and a parapeted front. On the long sides, ten windows are spaced at even intervals; a door is located on the southeast side, and a large exterior brick chimney on the northwest. A one-story shed section at the rear has partially collapsed; only the southwest wall remains in place.

**HISTORY:** The Clearfield Bituminous Coal Corporation began mining operations in Canoe Township in 1901 and formed the company town of Rossiter, which at its peak had more than 2,000 inhabitants. The CBC erected a frame company store on the site of the present Clontz Garage soon afterwards. The outfit was called the "Clearfield Supply Company," like other of the corporation's stores at Clymer, Barr Slope, and Commodore. In 1924 the company erected a much larger brick structure in downtown Rossiter, moving a house to make room. The Rossiter store closed soon after World War II.

### Sources:

Basile, Frank J. *Rossiter, Pennsylvania: Her People, Past and Present*. Greensburg, PA: Charles M. Henry, 1979.  
Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

## Clearfield Bituminous Coal Corporation: Sample Run Mine Complex

1 1/4 miles southwest of Clymer, Cherryhill Township  
USGS Quad: Clymer (1:24000) UTM: 17/665900/4503200  
Construction Date: ca. 1910s

**DESCRIPTION:** Six buildings and isolated ruins survive from the Clearfield Bituminous Coal Corporation's Sample Run mine complex below Clymer, which opened in 1905.

The largest of the buildings is the central powerhouse, a large common-bond brick structure measuring 250' x 150'. The structure is built on a reinforced concrete foundation and is covered by a wood roof supported by steel beams. The tall one-story building has a full basement. Windows are large and topped by segmental arches; many have been filled by glass blocks. Original equipment included four 500-horsepower H.P. Keeler water tube boilers with Jones underfeed stokers and Alberger feed water pumps and two General Electric 1,000 kilowatt turbo-generators with GE excitors. General Electric also supplied the three step-down transformers. Cooling of the boiler water was done by Alberger "Spiro-Flo" surface condensers. The electrical plant was installed by Scranton Electric Construction Company of Scranton, Pennsylvania. Immense coal bunkers are located above the main floor; these were fed by conveyors from outside coal chutes. Most of this equipment has been removed, but the overhead coal bins, a 15-ton Morris Brothers gantry crane, and part of a conveyor are still present. Above the powerhouse is an earthen dam for an 8,000,000 gallon reservoir with aerating "spraze." The power plant used about 13,000 tons of coal in 1930.

South of the powerhouse is the former motor car repair shop. This brick structure, which measures 50' x 50', has a concrete foundation and wood truss roof topped with louvered wooden ventilators.

Some pulleys and shafts remain inside, but most of the equipment has been removed. Farther south is the blacksmith shop, a one-story concrete block structure measuring 75' x 25'. To its south is the former bath-house, a larger brick structure roughly 100' x 30' with segmental-arch windows. The wood truss roof with wooden ventilators has largely collapsed. Also in the area are several smaller frame structures and numerous ruins of former tipples and other works. Huge boney piles dominate the landscape.

**HISTORY:** The Clearfield Bituminous Coal Corporation, which provided "captive" coal for the New York Central Railroad Company, purchased 15,000 acres in central Indiana County in 1903. Two years later, the company opened a major mine on Sample Run in Cherryhill Township near the new town of Clymer. The Sample Run Mine employed seventy-four men and produced over 48,000 tons of coal in 1908. The coal was taken from the lower Freeport coal seam. In 1914, production stood at nearly 175,000; 205 men were employed. Steam was utilized for haulage before the power house was built in 1916; Stine fans were used for ventilation. A tremendous gas explosion in the Sample Run Mine in 1926 killed forty-four miners in Indiana County's worst mining disaster. In 1930, tonnage had increased to 226,500, and employment to 243.

The mine was quite extensive, and other entries and support facilities, including a substation and ventilation complex near Onberg and a mine escape at Tanoma were later added as the mines were extended. A second opening, called Sample Run Mine Number 2, was opened in 1936.

In addition to the mine buildings, the CBC erected a large central powerhouse at Sample Run in 1916. The coal-fired plant utilized three General Electric turbo-generator units with a total capacity of 5,500 kilowatts. Power was provided to numerous mines and mine support facilities in the area by a system of high voltage transmission lines and several substations. The earlier generating stations at Barr Slope, Sample Run, and Barnesboro were all shut down when the new central plant came on line.

The CBC ceased mining operations at Sample Run in 1953, and sold out to Barnes & Tucker, whose subsidiary, Imperial Coal Corporation, worked the mines. Today, all mining has ceased, and though the tipples and some mine structures have been removed, the powerhouse and several other buildings survive.

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## **Extractive Industries**

### **Clearfield Bituminous Coal Corporation: Sample Run (Company Housing)**

1 mile southwest of Clymer, Cherryhill Township

USGS Quad: Clymer (1:24000) UTM: 17/667000/4502700

Construction Date: ca. 1910s

**DESCRIPTION:** Roughly twenty-five houses survive from the Clearfield Bituminous Coal Corporation's company town of Sample Run on the southwest edge of present Clymer Borough. The houses are for the most part built on a common plan. The typical house is two stories in height with a one-story rear shed section containing a kitchen and service area. The houses are built on random ashlar stone foundations and are topped by side-gable composition shingle roofs. The houses were originally clad in asbestos shingle siding; today, most of the siding has been replaced with vinyl or aluminum substitute siding. Many of the houses at Clymer, also built for workers at the CBC mines, follow this general plan. One of the houses here formerly served as a school.

**HISTORY:** Clearfield Bituminous Coal Corporation, a subsidiary of the New York Central Railroad, began operations in Indiana County in 1900 when it opened mines at Rossiter. In 1902, the company purchased extensive lands in the Two Lick watershed in Rayne and Cherryhill townships. Three years later, the CBC opened a major mine at Sample Run near the newly established town of Clymer. Houses along Sample Run were provided for the new employees. By 1914, the mine was producing more than 174,000 tons annually. In 1926, forty-four men were killed at the Sample Run mine in a gas explosion, the worst mining disaster in Indiana County's history. The mines shut down in the early 1950s; by about this time, the houses were sold out of company ownership. Some mining was later done in the area under lease from the company, and the washer plant was used until the 1960s, but Sample Run was no longer a company town.

Before the coal boom a small community had been established here that included a school, a grist mill, a saw mill, a church and a blacksmith shop.

#### **Sources:**

Graff, Bill. "New Coal Boom Boosting Clymer." *Indiana Evening Gazette*, 6 November 1965.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2, 3. Indiana, PA: A.G. Halldin, 1989.

Additional information provided by Clarence D. Stephenson.

### **Clearfield Bituminous Coal Corporation: Tanoma Escape**

1 mile west of Tanoma, Rayne Township

USGS Quad: Clymer (1:24000) UTM: 17/664240/4506210

Construction Date: ca. 1905

**DESCRIPTION:** One mile west of Tanoma is a small brick structure which apparently served as a fanhouse for the massive Clearfield Bituminous Coal Corporation's Sample Run Mine, the main complex of which was located more than three miles southeast. Next to the structure was an escape portal for the massive mine.

The building measures approximately 35' x 20', rests on a concrete slab foundation, and is topped by a shingle roof. Windows and doors are missing, but from the apertures, it can be discerned that



double-leaf doors were once located on the southwest side, and that the windows were double-hung sash. A hole in the floor, now partially filled, may have provided access to or egress from the mine, or may have served as a chamber for forcing air into, or drawing air from, the mine. A concrete slab next to the building likely supported another structure. The mine opening itself has been filled.

**HISTORY:** Clearfield Bituminous Coal Corporation, controlled by the New York Central Railroad, opened a major mine at Sample Run in 1905. This fanhouse and emergency escape near Tanoma, three miles northwest, almost certainly opened some time later, perhaps after a gas explosion in 1926 killed forty-four miners. The Sample Run Mine shut down in the early 1950s. At least one building at this complex has been razed, and all machinery has been removed from the fanhouse.

**Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
Interview with David Kemp, Onberg, Pennsylvania, August 1990.

**Clearfield Supply Company, Clymer (Company Store)**

Pennsylvania Highway 403, Clymer Borough  
USGS Quad: Clymer (1:24000) UTM: 17/667980/4503650  
Construction Date: ca. 1910s

**DESCRIPTION:** The large Clearfield Company Store on Pennsylvania Highway 403 in downtown Clymer is a sizeable two-story brick building resting on a coursed ashlar stone foundation. The four-by-six bay building is covered with a shallow gabled shingle roof behind a parapet wall, and is joined at the rear by a lower one-story section of brick tile construction with two circular vents on the roof. This section has a one-story brick side extension, apparently an addition. The main facade of the building has been altered; the original storefront windows have been sealed, transom windows have been filled with glass blocks, and the double-leaf doors have been replaced. Windows on the sides are segmental arched double-hung sash with 4/4 lights; those on the first floor have been altered. The building now serves as a storage area for an adjacent furniture store.

**HISTORY:** The Clearfield Bituminous Coal Corporation opened mines near Clymer at Sample Run and Barr Slope beginning in 1905. In 1906, the corporation opened its first company store at Clymer, on Adams Street, later the site of Oakes Lumber Company. Sometime later, the store relocated to a larger brick building at the corner of Sixth and Sherman streets. Soon after World War II, the store's affiliation with the CBC ended, but it kept the name Clearfield Supply for a while. The building now serves as a warehouse for Mr. B's Furniture Store, located next door.

**Sources:**

Barr, Bob. "Industrial Stores in Clymer," in Clarence D. Stephenson, editor. *The Clymer-Cherryhill Story*.



## Extractive Industries

### Coal Run Mining Company: Coal Run (Company Town)

One mile northwest of Jacksonville, Young Township

USGS Quad: McIntyre (1:24000)

UTM: 17/643700/4499950

Construction Date: ca. 1912-13

**DESCRIPTION:** Coal Run in Young Township was a company town developed by a private concern, Lucius Waterman Robinson's Coal Run Mining Company. The town, established in 1912 and 1913, is laid out in an interesting manner, with five separate rows of individual and semi-detached houses. The rows are built at some distance from one another, and there is no downtown *per se*, only an open space around the post office and former mine office. Ten miner houses, homes for three officials, and the mine office were added in 1918.

The double houses are two-story structures with paired entries at the center, shed porches across the front, and small central shed porches centered on the rear. The houses rest on concrete block foundations and are topped with side-gable metal or replacement roofs. A number of the single houses are of tile construction. These two-story houses are topped by front-gable roofs pierced by central brick chimneys, and have one-story shed porches across the front. Rows in town are made up of single or double houses type by type, but never mixed.

All the former mine buildings have evidently been dismantled, though concrete footings for tipples and other structures are present. Much of the surrounding countryside is now being subjected to surface mining.

**HISTORY:** Coal Run (Clune Post Office), in Young Township, was established in 1912 and 1913 by the Coal Run Mining Company, which was privately owned by Lucius Waterman Robinson, the president of the Rochester & Pittsburgh Coal & Iron Company. Three drift mines were located here at first, producing over 103,000 tons of coal in 1914. Employment was seventy-four men in Mine #1 and only six men each in Mines #2 and #3. Two more mines were operating by 1918. Over the course of operations, ten deep mines and one surface mine were eventually exploited. The town was served by the Jacksonville branch line of the Buffalo, Rochester & Pittsburgh Railway. In December 1931, the Coal Run Mining Company was purchased by the R&P-controlled Helvetia Coal Mining Company for its new subsidiary corporation, the Kent Coal Mining Company.

#### Sources:

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982).

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### **Conemaugh Smokeless Coal Company: Smokeless (Company Town) site**

Two miles northwest of Centerville, East Wheatfield Township

USGS Quad: New Florence (1:24000) UTM: 17/666600/4473900

Construction Date: ca. 1891

**DESCRIPTION:** The site has been eradicated, and is now a fly-ash dump for the adjacent Seward Electric Station. The Hice-Pershing Cemetery was preserved, and is the only remaining resource from the community.

**HISTORY:** The Conemaugh Smokeless Coal Company, owned by D.R. Robinson, opened a mine along the Conemaugh River in southern East Wheatfield Township in 1915, and established the company town of "Smokeless." Twenty-nine men were employed in 1915. In 1917 all operations were sold to E.F. Saxman of Philadelphia for more than \$1 million. Saxman's reorganized company was called the Robindale Mines, and Smokeless was renamed Robindale. Several days after the transfer of ownership, a gas explosion killed three men. By the late 1920s, the mines were being operated by the Pennsylvania Electric Company as its Penelec #5 Mine. Production in 1930 was nearly 182,500 tons, consigned to the Seward Electrical Generating Station; 192 men were employed.

Twenty-three houses and a church are shown as present at Robindale on a 1964 USGS map, but were torn down following the disastrous 1977 flood to make room for new fly-ash dumps for the Penelec Seward Electrical Generating Station. Several nearby houses predated Robindale, including an early stone house associated with the Pershing family. These houses are also gone, but the Hice-Pershing Cemetery remains; it was cleaned up in 1987.

#### **Sources:**

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### **Cramer Coal, Coke & Stone Company: Boltz (Company Town)**

East Wheatfield Township

USGS Quad: New Florence (1:24000) UTM: 17/669400/4475930

Construction Date: 1916

**DESCRIPTION:** Boltz, or Charles, on the Conemaugh River in southern East Wheatfield Township, is a former coal mining company town laid out on three parallel streets adjacent to the mine site. Two types of company houses are represented, singles and doubles.



**Photo 12.** Boltz, single-family houses. Photo by Scott Brown.

The typical single house is characterized by its front-gable roof, and shed porch across the front. Windows are double-hung sash with 6/6 lights. A small shed section is attached to the rear. The building rests on a poured concrete and concrete block foundation, and has a simple brick interior flue at the roof ridge near the rear. The house is clad in shingle siding laid in a "french-lap" pattern. There are approximately twenty houses of such design in the community.

The typical double house is two-story frame house and is distinguished by its square plan, shallow hipped roof, and simple half-hipped porch across the front. Windows are double-hung sash with 6/6 lights. The houses rest on concrete slabs and concrete block foundations and have a simple brick interior flues at the roof ridges near the rear. Houses are clad in shingle siding laid in a "french-lap" pattern. There are approximately twenty-five houses of such design in the community; the example surveyed and photographed is one of the best preserved examples. A number have been altered by replacement of siding materials and by additions.

**HISTORY:** This small coal town located on the Conemaugh River one mile upstream and across the river from Seward was established by 1914 by the Cramer Coal, Coke & Stone Company. A mine operated by the Johnstown Coal & Coke Company, called the "Cramer Mine," was in operation here as early as 1900, which by 1907 produced 20,500 tons of coal and employed thirty men; however, it was idle a few years later. Cramer Coal, Coke & Stone had the site in 1914, reopening the mine with seventy-five men, calling it the "Thomas Mine." This company built the first forty houses here in 1914. The Diamond Smokeless Coal Company purchased the mine operations in

1916, and constructed twenty more company houses. At present, about fifty houses are present in the village. The community was sometimes known as "Charles," but later as "Boltz," after five men active in Diamond Smokeless Coal Company: Baker, Owens, Ling, Thomas, and Zimmerman. In 1920, the mines were being operated by the Imperial Coal Company. The mines ceased to operate about 1965; the mine site is presently being reclaimed.

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### **Foster Coal & Mining Company: Foster (Company Town)**

One-half mile west of Nowrytown, Conemaugh Township  
 USGS Quad: Avonmore (1:24000) UTM: 17/632050/4487800  
 Construction Date: ca. 1882

**DESCRIPTION:** Three houses remain to mark the site of the coal patch town of Foster in northern Conemaugh Township. The homes, all double houses for two families, are weatherboarded frame structures constructed on concrete block foundations. The houses are covered by side-gable roofs, and feature a heavy brick chimney at center on the front slope. Full-length shed porches extend across the front. Most of the former houses have been torn down, though some were relocated to Nowrytown nearby. The mine complex itself has been completely dismantled, though a large boney pile remains to the southwest of the town.

**HISTORY:** The Foster Coal & Mining Company, a Philadelphia concern, was chartered in 1882 with \$300,000 in stock. The company opened its mine one mile east of Coalport in the Elders Ridge coal field by November of the same year. A one-mile narrow-gauge railroad and an incline plane carried the coal from the mines to the river at Coalport (later Edri), where a tippie was located. The mines were equipped with electric drills, steam subways, and the dinky railroad. The town of Foster was built as company housing. By the 1890s, the company had been acquired by the Fairbanks Coal Company; in 1894, the mine was being worked by R.B. Wigton & Son. Eventually, the Saltsburg Coal Company took over operations. The Foster Coal & Mining Company maintained the largest operations in the area until the arrival of the Rochester & Pittsburgh Coal & Iron Company in 1903. In 1891, the mines produced over 47,000 tons of coal. That year, the mine was the only one in Indiana County that operated with steam equipment rather than horses and mules. In 1908, the Saltsburg Coal Company's Foster mine employed 377 men and produced over 230,000 tons of coal.

## **Extractive Industries**

The nearby Edri mine of the subsidiary Edri Coal Company produced 41,000 tons with seventy-five men. By 1914, there were three drift mines, Foster #1, 2 & 3, as well as the mine at Edri. Total production of the Foster mines now exceeded 421,000 tons. Operations had ceased by World War II. Only a few company houses, the route of the abandoned railroad, and some boney piles mark the site of the former operations.

### **Sources:**

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Interview with James Palmer, Saltsburg, Pennsylvania, August 1990.

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## **Glenmore Coal & Coke Company and others: Tearing Run Mine Complex**

One mile south of Homer City, Center Township

USGS Quad: Indiana (1:24000) UTM: 17/656700/4487720

Construction Date: ca. 1900s

**DESCRIPTION:** Several mine-related buildings and a few company houses mark the site of the Tearing Run Mine operations. The Townsend Coal Company and its successors worked a mine on the west flank of Chestnut Ridge, a mile south of Homer City on a southward branch of Tearing Run. Operations ceased after the mines flooded in 1936.

The surviving mine buildings include a blacksmith shop, a barn for mules used in the mines, and a partially ruined dynamite storage house. Other ruins on the site include those of an engine house used to haul the loaded cars out of the mines, and of a tippie which loaded coal to a railroad spur.

The blacksmith shop is a one-story structure of reinforced-concrete construction, measuring roughly 45' x 22'. It is banked somewhat into the hill, and has double-leaf wooden batten loading doors at the left side of the northeast or main facade. The structure is topped by a side-gable composition shingle roof, and a weatherboarded tractor shed is joined to the southeast end. Windows are double-hung sash with 6/6 lights.

Thirty yards east is a one-and-a-half-story reinforced concrete bank barn used to house the mules that were used in mining operations. The barn has entrances on both levels, and is topped by a front-gable roof with shingled gable. At the rear is a cylindrical precast-concrete slab silo resting on a concrete base and reinforced with iron-strap banding. On the east side of the barn is a small wooden slat corn crib, also a survivor from the mining period. In the brush at the top of the bluff behind the mule barn are concrete footings that once formed the base for an engine house containing stationary engines that pulled coal cars out of the mines and to a sorting and loading tippie. The tippie itself was of wooden construction but stood on a concrete base; the tippie has been dismantled, but the foundations are visible amid the accompanying boney waste.

Up the creek a quarter mile from the main mine complex are the remains of a small structure which stored the dynamite used by miners in their work. The small brick structure was square, 6' on a





**Photo 13.** Tearing Run Mine complex, mule barn and corn crib. Photo by Richard Quin.

side. The roof has been torn off (or blown off?), and the structure is in ruins. Other mining structures were present as well; a concrete wash house for the miners was torn down only recently. All mine portals have been sealed, and the railroad trackage which once served the mine has been removed.

**HISTORY:** The Guthries were mining the west side of Chestnut Ridge in Center Township by the first decade of the twentieth century. Their Tearing Run Mine was operated by Glenmore Coal & Coke Company by 1907. Production that year totalled 49,000 tons of coal, and the mine employed seventy-eight men. The mine had at least two portals, and was connected to nearby railway lines by a spur. Mules and a stationary steam engine were used for haulage; ventilation was provided by a Robinson fan. A number of company houses were provided for the workers, but the superintendent lived at Homer City. In 1914, 107 men were employed. The following year, the Homer Coal Company was conducting operations here with ninety-nine men. The mines closed after they were inundated by the St. Patrick's Day Flood in 1936. This was an independent mining company, not affiliated with the Rochester & Pittsburgh Coal & Iron Company's nearby subsidiary mines. However, much of the land, including the mine building complex, is now owned or leased by the R&P.

**Sources:**

Interview with Tony Peroli, Tearing Run, Pennsylvania, August 1990.

Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous*, 1914. Harrisburg, PA: William Stanley Ray, State Printer, 1915.



## Extractive Industries

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### **Glenwood Coal & Coke Company and others: Glen Campbell (Company Town)**

Glen Campbell Borough

USGS Quad: Burnside (1:24000)

UTM: 17/683200/4521000

Construction Date: ca. 1891

**DESCRIPTION:** Glen Campbell Borough is located in northeastern Indiana County on the Banks-Montgomery Township line, less than a mile west of Clearfield County. The town is laid out on a ridge above Cush Creek between two tributaries, Brady Run and Horton Run. Perhaps a hundred or more workers' houses were provided in the village, and a number of these remain, though most were demolished after the coal boom ended. The most common plan is a two-story frame house topped by a front-gable roof pierced by a central brick flue. A one-story shed porch extends across the front, and a one-story shed section is joined to the rear. Ornamentation is severely limited, usually to trim on the porches. Windows are double-hung sash with 2/2 lights. The railroad depot, company stores, and mine buildings are no longer extant, but several churches are still here, and something of the former magnitude of the village can be sensed.

**HISTORY:** Coal mining operations in the neighborhood began in the spring of 1889, when the nine-mile Clearfield & Jefferson Railroad was extended into the area from McGee's Mills. The first car load of coal was taken out in 1889 by the Glenwood Coal & Coke Company, which named the new mining town Glen Campbell, after the Glenwood Company and mine superintendent Cornelius Campbell. A number of operators were engaged in mining here, but the four largest were the Glenwood Coal & Coke Company, the Clark Brothers Coal Mining Company, the Hillsdale Coal & Coke Company, and the Clearfield & Cush Creek Coal & Coke Company. By February 1890, there were houses for 300 workers, all employed by Glenwood Coal & Coke. The town grew rapidly, and was incorporated in 1894 with 1,800 citizens. This was evidently the peak; by 1900, the population had receded to 1,600, and by 1910, to 1,100, but the number of operations had increased. Maximum output of the mines was 2,000 tons per day, and at the peak of production about 500 men were employed. By 1909, there were twenty-nine operating mines at Glen Campbell.

Also operating around Glen Campbell was the Reakart Brothers Coal Company, whose Penn Mine was open by 1889. Their company housing was called "Reakartsdale." The Hillsdale Coal & Coke Company was chartered in 1902, and had two mines in the neighborhood. Joseph O. Clark, president of the First National Bank of Glen Campbell, and his brothers, H.E. Clark and S.L. Clark, organized the Clark Brothers Coal Mining Company in 1905, with offices in Philadelphia and branch offices in Glen Campbell and at Smoke Run in Clearfield County. By 1913, the company had seven mines, three of which were located at Glen Campbell.

In 1914, Glenwood Coal & Coke had Mines #6  $\frac{1}{2}$  and #12, with sixty-four men employed. Hillsdale Coal & Coke had two drift mines, #3 and #4, worked by ninety-nine miners. The Bear Run Coal & Coke Company had 62 men at their Burtner #1 mine. Another outfit, the Electric Coal Company, had three mines. Clark Brothers Coal Mining Company had only nine men working at

their Falcon #5 1/2 and #7 drift mines. Another operator was Reakart Brothers Coal Company, whose Penn Mine was open by 1889. Most of the mine workers were immigrants; management lived on the hill at the upper end of the town. Some mines operated only intermittently. The deep mines closed by the 1950s, but some surface mining is still being done in the vicinity.

Sources:

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### Graff Brothers Coal Company: Strangford (Company Town)

Two miles west of Blairsville on Conemaugh River, Burrell Township

USGS Quad: New Florence (1:24000) UTM: 17/650700/4476680

Construction Date: ca. 1904



Photo 14. Strangford, mine superintendent's house. Photo by Richard Quin.

**DESCRIPTION:** The former coal-company town of Strangford is located roughly two miles east of Blairsville on the Conemaugh River at the mouth of Tom's Run. Today, about eight of the workers' houses survive, and fall into two house types. The smaller houses, of which there are six, are two stories in height, rest on random ashlar stone foundations, and are topped by side-gable

## Extractive Industries

composition shingle roofs. A one-story shed porch extends most of the way across the front, and several houses have small rear shed additions. Most are now covered with synthetic siding. The two larger houses, built for the mine superintendent and company managers, are also two stories high, but are three bays wide, and topped by center-gable roofs. Again, simple shed porches are centered on the facade.

**HISTORY:** The Graff Brothers Coal Company of Blairsville opened the Strangford Mine in 1904 with Ernest Fletcher as mine superintendent. By 1913 mining was being conducted by the Graff Coal Company. In 1915, the mines were operated by the Strangford Coal Mining Company; sixty-three men were employed, producing nearly 35,000 tons of coal. Mining operations continued until 1923, and in the course of operations 711,000 tons of coal were removed. Apparently, only eight of the former company houses survive.

The village is located on the site of an old ford across the Conemaugh River. Chemical works were once located here as well. These evidently gave off foul odors, and a railroad engineer is said to have claimed the smell was enough to "strangle" someone, hence the name, Strangford.

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## Greenwich Coal & Coke Company: Starford and Lovejoy (Company Towns)

Green Township

USGS Quad: Commodore (1:24000)

UTM: (Starford) 17/672500/4507300

(Lovejoy) 17/672460/4508000

Construction Date: ca. 1891

**DESCRIPTION:** Starford and Lovejoy in central Green Township were tied to coal mining operations which began here in the first decade of the twentieth century. In both communities, examples of what appear to have been worker housing for miners still exist.

Most of the houses are single houses, of frame construction. The most common type is a two-story balloon-frame house with the gable front facing the street. These houses have stone foundations, shed porches across the front and at the rear, central chimneys, and 2/2-light double-hung windows. Some other houses are built on the same general plan but are somewhat larger.

On "City Street" in the south part of Starford are several small very primitive one-story houses. These L-plan houses of about four rooms have concrete block foundations, shed porches on the front

and inside corner, a brick chimney on the side-gable roof section, and 4/4-light windows. All are in poor condition, and all but one have been abandoned.

The typical double house is two stories in height, with the long axis facing the street. Doors are located to either side of the center behind shed porches on front and back. A brick chimney, shared by both units, is located at the center ridge of the side-gable roof. Ruins of the James Coal Company's tipple and conveyor system, dating from the late 1930s and modernized in 1951, are located south of Starford. Here, the landscape is dominated by immense boney piles.

**HISTORY:** The present community of Starford was apparently built near the site of an earlier coal mining town known as Andorra. Andorra was founded in 1904 on the A.L. Buterbaugh farm, after the Greenwich Coal & Coke Company and other businesses began operations in the area. Buterbaugh sold a number of house lots with a total value exceeding \$6,000, and the new place was supposedly equipped with three stores. Twenty-five houses were constructed by December. Andorra was not a company town, as the houses and lots were privately owned. Some of the houses at present Starford may date from this period. Greenwich Coal & Coke Company mined coal under contract for the Pennsylvania Rail Road.

Lovejoy, just north of Starford, was another Greenwich Coal & Coke Company town, established in 1903. Greenwich Mine #4 was located here; it shut down in 1911, at which time only four company houses were occupied, and the others were deteriorating. Prospects apparently improved; by 1913, there were 100 houses at Lovejoy.

Starford went by the name Shanktown at this time. In 1913, Greenwich had two mines in the "B" coal seam here, with a daily output of 1,200 tons. The coal was shipped on the Cherry Tree & Dixonville Railroad to Cherry Tree, and then by the Pennsylvania Rail Road to Cresson and beyond. The coal was considered high-grade steam coal. Many of the houses in the community were now company owned or controlled. In 1914, 163 men were employed. The two mines, Greenwich #2 and #3, were a drift and slope mine, respectively, utilized steam for haulage, and had Brazil and Scirocco fans for ventilation.

Barnes & Tucker were operating the mines in the 1920s. In 1924 thirty-seven men were killed in a gas explosion in the #8 mine at Starford. The mines were shut in the early 1930s. Later that decade, a new drift mine was opened by the James Coal Mining Company, which erected a new plant and tipple. The buildings were largely replaced in the 1950s, and mining continued. Barnes & Tucker planned two new mines here in 1967. The company was eventually closed by its parent company, Alco Standard Corporation of Valley Forge, Pennsylvania, but operations here had apparently already ceased.

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### Harris Coal & Coke Company and others: Climax (Company Town)

On PA 32008, .4 miles south of Lockport, West Wheatfield Township

USGS Quad: New Florence/Bolivar (1:24000) UTM: 17/659800/4471900

Construction Date: ca. 1891/1900

**DESCRIPTION:** Eleven nearly identical brick houses at Climax were evidently built together as company housing. The two-story houses are of stretcher-bond brick, and rest on stone foundations. Nine are topped with asphalt-shingle hipped roofs, and the remaining three have front-gable shingle roofs, possibly replacements. The two-bay houses have entries and 2/2-light double-hung windows topped by segmental arches. A couple of houses retain their original simple one-story full-length shed porches; most other porches have collapsed or have been severely altered. Each has a plain brick flue at the center ridge. Most of the houses are in a linear row along the road from Centerville, but four are sited on the hillside behind. Several simple frame houses are located a little further northeast; these are the remaining structures from what was the late nineteenth century company town of Climax. All of the houses appear to have been substantially altered.



**Photo 15.** Climax, company houses of brick construction, erected in the 1890s. Photo by Scott Brown.



**HISTORY:** Climax began as the town of Lincoln, laid out in 1891 by David Harris, who planned to build twenty-eight houses and a school. Harris had a small coal company, known as Harris Coal & Coke; this company was the target of a strike in 1903. In 1904 the name of the company was changed to the Commonwealth Coal & Coke Company. The Lincoln Mine was opened in 1909 by Commonwealth. The mine employed fifty-one men in 1907 and produced nearly 26,000 tons of coal. By 1914, the company was operating two mines, and had constructed a number of company houses. The Bolivar Face Brick Company had a mine here from 1911 to 1917, at which point Commonwealth Coal & Coke continued operations. Climax #1 and #2 drift mines had sixty-four men employed in 1914. Gas and steam engines were utilized. The mines shut down in 1942, after 638,000 tons of coal had been taken out.

The nearby India Mine, just south of Climax, was opened in 1900 by the Reese-Hammond Coal Company, and was operated by the J. Soisson Brick Company in 1918 and 1919, at which point it shut down. The mine produced 45,000 tons of coal. Coal mined here went to fire the refractory brick kilns at Robinson, two miles northwest on the Pennsylvania Rail Road. The bricks used to build the brick worker houses probably were shipped back from the brick works on empty coal cars.

**Sources:**

- Haffner, M.F.S. *Topographic and Geologic Atlas of Pennsylvania: A-57, New Florence Quadrangle*. Harrisburg, PA: Pennsylvania Department of Internal Affairs, 1958.
- Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.
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### **Hillsdale Coal & Coke Company and others: Gipsy (Company Housing)**

Montgomery Township

USGS Quad: Rochester Mills/Burnside (1:24000) UTM: 17/679080/4519350

Construction Date: ca. 1895

**DESCRIPTION:** Gipsy was a small mining town in northeastern Montgomery Township on the north branch of Cush Creek. A number of coal companies operated mines surrounding the village, and at least two of them provided a number of houses for their mine workers. Mining began around 1885, and the town was established at this point.

According to local residents, there were at least two rows of company houses in the village, west of the former railroad bed. Only one or two of the original houses survive; the one confirmed original house is a two-story frame double house topped by a side-gable roof, with a one-story rear shed section containing the kitchen. It has been altered by the enclosure of the front porch and by replacement of the original siding. Gipsy was not a company town *per se*, as many of the houses were always in private ownership, but coal companies did own a number of houses and the town shares some characteristics of nearby company towns.

**HISTORY:** Logging was the first industry in this area, and nearly all of the original timber, mostly hemlock, was logged by the 1880s. Mining in the Gipsy area began about 1885, and a number of companies opened operations in the immediate neighborhood. At least two of these, the Hillsdale



## Extractive Industries

Coal & Coke Company and the Irish Brothers Coal Company, provided houses for mine workers in the vicinity. The new town was connected with the New York Central Railroad by the Hooverhurst and Southwestern Railroad, a coal-carrying line, which passed through on the way to mines farther up the creek at Wilgus. In addition to the houses, there were at least three stores, a hotel, a blacksmith's shop, a feed mill, a funeral parlor, Albert Rairigh's pop and mineral waters factory and D.P. Spiker's bottling works. None of these latter resources are intact. Mining in the neighborhood was in later years conducted by the Clearfield Bituminous Coal Corporation and its subsidiaries, and by the Trojan-Maryland Coal Company.

### Sources:

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1 Chicago: J.H. Beers & Co., 1913.  
Interview with Wilson Spicher, Gipsy, Pennsylvania, September 1990.

## Indiana Coal & Coke Company: Coral (Company Town)

Center Township

USGS Quad: Indiana (1:24000) UTM: 17/654800/4484800

Construction Date: ca. 1900

**DESCRIPTION:** More than 100 houses were built at present Coral about 1900 or 1902 to house coke workers located here. According to a 1913 account, the prebuilt houses, all singles, were the first of their type to be built in the county. The average house is of balloon frame construction, two stories in height, and clad in shingle siding; it rests on a random rubble stone foundation and is topped by a front-gable roof covered with composition shingles. Measuring roughly 27' x 18', the houses have simple shed porches across the front supported by chamfered wooden posts. A single brick chimney penetrates the roof ridge at center. Most houses in the village have been altered with replacement siding or continuous additions.

**HISTORY:** The Indiana County Coal & Coke Company was organized in the spring of 1890 by Jacob and Paul Graff, J.M. Guthrie, G.W. Hoover, John Elkin, and John W. Caldwell. They built twenty-four coke ovens near the Mitchell Mine and six worker houses in southern Center Township. The town was named Oklahoma. The coke and coal produced here was sulphurous and difficult to market. By the end of the century, the works were leased to Harry McCreary, manager of coking operations at Graceton a couple of miles north. McCreary expanded the plant to 300 ovens, and built houses to accommodate 400 employees. The residences were single houses, the first in the county of this later most common type. In 1902 McCreary sold the operation to Joseph Wharton of Philadelphia. The place was renamed Coral, after an old prospector's statement that the coal and coke in the area would soon be "as valuable as coral." Three mines were soon operating, with a combined daily output of 1,000 tons.

The houses were built by Johnstown Construction Company. They were framed in the lumber yard, then hauled to the foundations on site. This was one of the first instances of the prefabrication of coal-company housing, later a common occurrence in the county.

The works shut down for a while in 1904, putting 600 men out of work. By 1906, the plant reopened and was working at capacity. An electrical fire then destroyed the tippie, crusher, and washer, but by the end of 1906, the plant was again in full production. In 1910, the works again shut down, as Wharton's iron furnaces at Wharton, New Jersey, were in a slump. In 1912, the mine was called the Potter Mine of the Wharton Coal Company; the slope mine had electric haulage by this time. In 1916, Wharton sold out to Potter Coal & Coke Company. The 1930 Department of Mines report notes that 126 of the 300 coke ovens were in operation, producing over 50,000 tons of coke. The works were later sold to the Coral Coal Company, which continued operating the works until 1939.

The coke ovens were working at full capacity again during World War II. The Jamison Brothers of Greensburg owned the works by this time. By 1947 they sold out to Al Cromling of Derry in Westmoreland County. Other owners over the next few years included Beatty, Hess & Stewart in 1948, and H.G. or H.A. Burns by 1955. The works shut down permanently soon afterwards. The ovens were all destroyed as part of a mine reclamation project in June 1990, just before the survey began; however, most of the houses in the affiliated company town remain.

#### Sources:

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### Jefferson & Clearfield Coal & Iron Company: Ernest (Company Town)

Ernest Borough

USGS Quad: Ernest (1:24000) UTM: 17/655350/4504500

Construction Date: ca. 1902-03

**DESCRIPTION:** Ernest, formerly McKee's Mills, is located five miles north of Indiana on McKee Run. This small incorporated borough was a company town established by the Rochester & Pittsburgh Coal & Iron Company in 1902. Although the mines are closed and other company vestiges removed, the houses erected for the workers still reflect the town's basic plan.

At least 156 houses were erected in the town by the Hyde-Murphy Company of Ridgeway, general contractors. These were arranged in eight streets (now five) running along the hills north of McKee Run and the Buffalo, Rochester & Pittsburgh Railway (now CSXT). About 1906 a number of houses were relocated to nearby Fulton Run, where an R&PC&I subsidiary opened a new mine.

Most of the houses follow a simple plan. The two-story balloon-frame houses rest on coursed ashlar stone foundations. The shingled houses are topped with front-gable shingle roofs, and had full-length

## Extractive Industries

one-story porch across the front, and smaller corner shed section at the rear. Windows are double-hung with 2/2 lights. A plain brick flue penetrates the side slope of the roof near the center of the house. More than one hundred of these houses survive; however, almost all have been altered by the replacement of the original siding.

**HISTORY:** Ernest, the first coal-company town developed by the Jefferson & Clearfield Coal & Iron Company (a subsidiary of the Rochester & Pittsburgh Coal & Iron Company), was established in 1902 and 1903 on the site of the former McKee's Mills. Adrian Iselin, chief stockholder in the R&P, purchased the land in 1901; the first "settlers" arrived from the patch town of Falls Creek early the next year.

J&CC&I erected a brick plant with a capacity of 30,000 bricks per day at McKee's Mills in 1902, and began construction of a mine complex and accompanying company town. Coal was to be taken from the Freeport seam. The Buffalo, Rochester & Pittsburgh Railway reached the new site from Jefferson County in 1903, and by May of that year the first coal was shipped from the new mines. In July the post office opened, and by September a new steel tippie was nearly finished, and the first of 274 beehive coke ovens were under construction. At the same time, the Hyde-Murphy Company was building 156 frame houses for the mine workers and their families. By December, the town was nearly complete, and 684,000 tons of coal were shipped--more than the entire county had produced a decade earlier. The company gave the town the name Ernest after Ernest Iselin, a new grandson of one of the major stockholders of the Rochester & Pittsburgh Coal & Iron Company.

In the next several years, a total of four drift mines were opened in the Upper Freeport "E" coal seam. In 1904 a large mine-mouth electrical generating plant was erected, along with waterworks and repair shops. The railroad was extended to Indiana Borough the same year. The town was provided with two churches, a park, community hall, two-story school, and company store (Mahoning Supply Company). The coke ovens were complete in 1907, and by 1909 had an annual production of 18,000 tons. (The ovens shut down for a while about 1913, but reopened about 1915.) The five mines--Ernest #1, #2, #3, #4, and the nearby Cummings Shaft--were electrified in 1916. In 1907, a trolley line connected the young town with the county seat of Indiana.

The town was rather cosmopolitan, as miners of thirteen different nationalities worked at the mines and lived in the town. Among the groups represented were English, Scot, Welsh, Czech, Pole, Lithuanian, and Italian. In 1914, 1,123 men were employed at Mines #1, #2, #3, and #4; annual production was nearly 680,000 tons of coal.

Ernest was the scene of intermittent labor unrest. In a 1906 strike at the coal mines, two deputies were shot, and state police were quartered at Ernest. During another incident the same year, seven strikers and one strike supporter were killed. The company policeman, William North, was tried for murder and found not guilty. By the end of the decade the United Mine Workers Association had formed a local chapter. Two mine accidents occurred at the Ernest Mines. In 1910, eleven miners were killed in a gas explosion. Another explosion killed twenty-six in 1916.

The coke ovens were used in full blast during World War II; afterwards, they were used intermittently. In 1948 they produced 453 carloads of coke, but by the following year the amount had fallen to 389 cars. Use declined until the 1960s when they ceased operation altogether. In 1947, the company housing was sold to Joseph Kovalchick of Indiana, and under a contractual agreement, Kovalchick in turn sold the houses to private individuals. Two hundred and twelve miners were laid off in 1958, and the entire operation closed in September 1965. The town has since become an incorporated borough.

## Sources:

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### Jefferson & Clearfield Coal & Iron Company: Fulton Run (Company Town)

White Township

USGS Quad: Ernest (1:24000) UTM: 17/651900/4502750

Construction Date: ca. 1900s

**DESCRIPTION:** An abandoned mine office and company store, mine complex ruins, and about sixteen worker houses mark Fulton Run, a coal town of the Rochester & Pittsburgh Coal & Iron Company. The mine site itself is marked by a large boney pile and reinforced concrete foundations of some of the original mine structures. To the southeast are the office, company store, and houses.

What was apparently the mine office is now the Fulton Run Holiness Mission. The small structure is of common-bond brick, rests on a stone foundation, and is covered by a hipped roof. Windows are double-hung with 6/6 lights, set in segmental-arched openings with arch radiating brick voussoirs and stone sills. It has been somewhat altered by the sealing of several original windows and the old doors, and by construction of a new entry vestibule.

Just west of the office is the old Fulton Run company store. This is a larger structure, also topped by a hipped roof. However, this structure has a large shed section, possibly original, joined to its northeast side. Windows are for the most part sealed and some openings filled with concrete blocks, and a full-length porch across the northeast side has collapsed.

The typical company house in Fulton Run is of balloon-frame construction, two stories in height, and built on a T-plan with a nearly full-length one-story shed porch. The front door is off-center. Sides are devoid of windows, but in some cases decorated with pedimented or return cornices. Stubby two-story gabled sections project from the rear center, providing extra living space. Most of the houses are larger than those usually found in the R&P company towns, but smaller ones are interspersed, and a good number have been razed, including a whole row across the creek from the

## Extractive Industries

surviving group. Some of the larger houses may be hold-overs from the earlier phase of settlement, before the coal boom.

**HISTORY:** Some houses were present here by 1877, established by the Jefferson & Clearfield Coal and Iron Company, a wholly-owned subsidiary of the Rochester & Pittsburgh Coal & Iron Company. The Fulton Run Mine was opened in 1906. Some houses were moved from nearby Ernest on the Buffalo, Rochester & Pittsburgh Railway, which built a spur into Fulton Run. The town had a school, mine office, and company store, but no doctor; townspeople would visit the doctor at Ernest. The small town was always tied to Ernest, and when the Ernest mines shut down in the 1960s, Fulton Run did as well. The company houses were sold, along with all the other R&P company towns, in 1947, and are now privately owned. Many of the houses have been torn down, but approximately sixteen survive, together with the old mine office and company store.

### Sources:

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Frampton, Tracy and Jodie Molnar Hedrick. Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-WH-8, Fulton Run Holiness Mission, 30 December 1988.

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## **Lackawanna Coal & Coke Company: Claghorn (Company Town)**

On Blacklick Creek, at mouth of Brush Creek, 1.5 miles northeast of Heshbon, on West Wheatfield/East Wheatfield/Brush Valley township line

USGS Quad: New Florence (1:24000) UTM: 17/663125/4483500

Construction Date: ca. 1903

**DESCRIPTION:** No buildings survive. Routes of old roads and streets may be traced. The Claghorn bridge survives, although the road it serves, connecting Heshbon and Brush Valley, has been closed. The Pennsylvania Rail Road was constructed through Claghorn between 1902 and 1904, and the tracks remain open under Conrail control.

**HISTORY:** Four drift mines were established here by the Vinton Colliery Company. Vinton #11 was north of Claghorn, and Vinton #12 across the creek; these operated in 1917 and 1918. Vinton #16 was located a little east towards Dias, and Vinton #17 was on the south side of Blacklick Creek in the same vicinity. Both operated from 1918 to 1923. The Lackawanna Coal & Coke Company, which operated other mines upstream at Wehrum and Vintondale, acquired the operations in 1903, and built the company town. Eighty-four houses were built for the employees along a main street and three side streets, all lined with wooden sidewalks. The town also had a theater, which also served as a church and the town schoolhouse. It was named "Claghorn" after Lackawanna mines superintendent Clarence Claghorn. Lackawanna had, in addition to the mines, a washing plant and a crusher. The coal was of inferior quality, unsuitable for coking purposes even after washing. The last operations ceased in 1923, and the buildings were dismantled.

The six-room houses rented for seven dollars a month, with one dollar more charged for electricity. A photograph taken just before the town was abandoned shows that the typical house was of frame



construction, two stories in height, and topped by a side-gable roof. Small one-story shed porches were centered on the fronts. Many had wooden plank fences around the lots. Streets were unpaved, but lined with wooden sidewalks.

Sources:

Haffner, M.F.S. *Topographic and Geologic Atlas of Pennsylvania: A-57, New Florence Quadrangle*. Harrisburg, PA: Pennsylvania Department of Internal Affairs, 1958.

"Historical Society Discovers many Ghost Towns in County." *Indiana Evening Gazette*, 14 April 1958.

Interview with Denise D. Weber, Vintondale, Pennsylvania, August 1990.

Photograph of Main Street, Claghorn, early 1920s. From Bob Cresswell, Denise Weber Collection, Indiana, Pennsylvania.

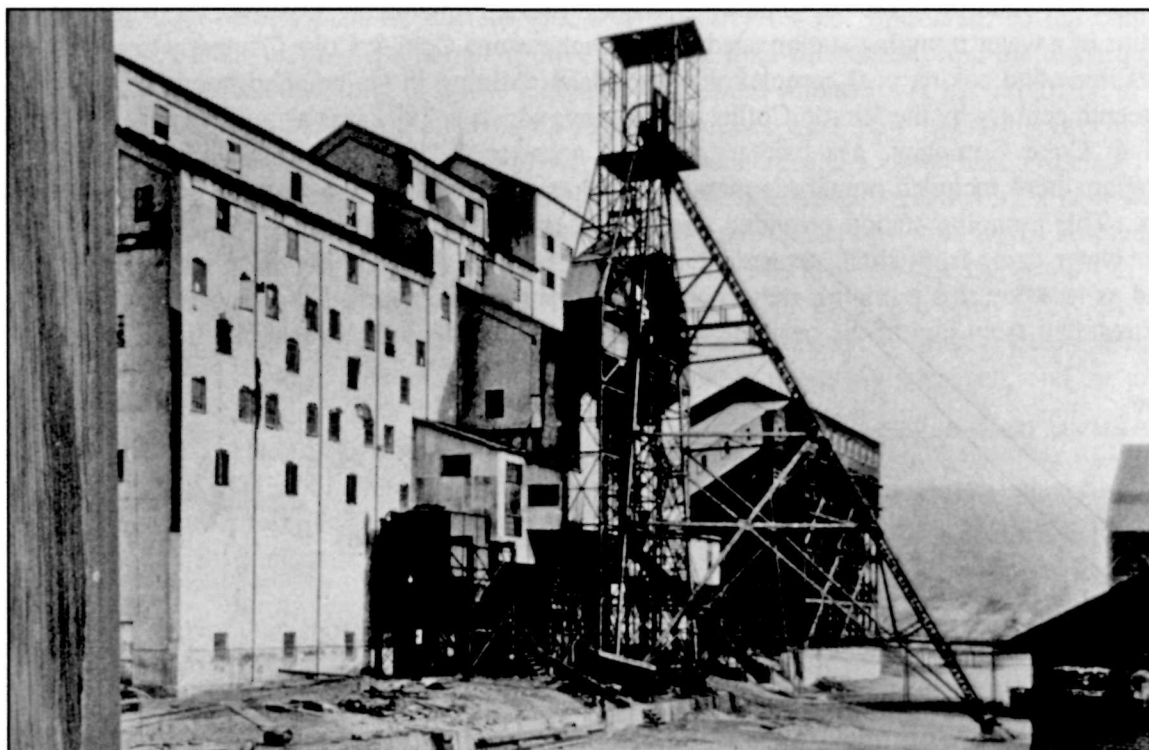
### **Lackawanna Coal & Coke Company: Lackawanna #3 Complex**

One half mile west of Vintondale, on north bank Blacklick Creek, Buffington Township

USGS Quad: Vintondale (1:24000) UTM: 17/675075/4483310

Construction Date: 1899

**DESCRIPTION:** Reinforced concrete foundations for an enormous washer plant, together with other foundations and enormous piles of boney waste, are the only remnants of the Lackawanna #3 Complex. Archeological investigation should be able to yield additional information on the site. All structures have been removed.



**Photo 16.** Lackawanna #3 mine headframe and coal cleaning plant around 1920. Photo collection of Denise Weber.



## **Extractive Industries**

**HISTORY:** The Lackawanna Coal & Coke Company, which operated mines and coal processing plants at nearby Vintondale and Wehrum, opened this mine and washer plant in 1899. The #3 mine was atypical, in that it utilized the "long wall" method of mining, implemented here by superintendent Clarence Claghorn. The accompanying washer plant took water from Blacklick Creek, and was served by a siding of the Pennsylvania Rail Road's Black Lick Valley branch. The mine closed in 1904, and was not reopened until 1914. All operations ceased by 1923. The washer has been razed, but the foundations of the considerable structure are still intact, and large piles of boney stretch in several directions.

### **Sources:**

Interview with Denise D. Weber, Vintondale, Pennsylvania, August 1990.

### **Lackawanna Coal & Coke Company: Vintondale Pumping Station**

Southeast bank Blacklick Creek, 100' north of Vintondale-Rexis Bridge, Buffington Township

USGS Quad: Vintondale (1:24000)

UTM: 17/676125/4483425

Construction Date: ca. 1900s

**DESCRIPTION:** A concrete settling basin and some footings for pumping equipment, together with some rusting iron pipes, are present; the machinery and any structures have been removed.

**HISTORY:** Situated in the brush along Blacklick Creek immediately west of Eliza Furnace are the remains of a water pumping station used by the Lackawanna Coal & Coke Company to provide water for its mine and coking coal complex at Vintondale. Mining in the neighborhood began in the late nineteenth century by the Vinton Colliery Company, which in 1901 was acquired by the Lackawanna Coal & Coke Company, a subsidiary of the Lackawanna Steel Company. At its height, coal operations here included numerous mines, a washer plant, coke ovens, and an enormous company town. This pumping station provided water from Blacklick Creek for the washers or coke ovens; house water came from small reservoirs on creek branches above Vintondale. No information was found as to when this pumping station was abandoned and dismantled, but such abandonment may have resulted from one of the periodic floods that have ravaged the Blacklick Creek valley.

### **Sources:**

Interview with Denise D. Weber, Vintondale, Pennsylvania, August 1990.

### **Lackawanna Coal & Coke Company: Wehrum (Company Town)**

Buffington Township

USGS Quad: Vintondale (1:24000)

UTM: 17/673950/4482175

Construction Date: 1901

**DESCRIPTION:** Wehrum, once a model coal-company town in southeastern Indiana County, has largely vanished from the landscape. The immense coal-mining and processing plant has been entirely dismantled, and only one house remains of the 240 homes which were once located in the village.

The surviving house has been substantially altered, but its original plan and appearance was described by the residents. The two-story weatherboarded frame structure was built on a stone foundation and topped by a side-gable slate roof. The two-bay front had a one-story shed porch supported by chamfered posts with brackets at the center of the front, and a smaller shed porch at the rear. Windows were double-hung with 4/4-lights. A simple brick flue pierced the ridge at center.

In the woods north of the house is the small, two-person jail. This brick structure has a concrete front-gable roof, two small high windows with iron bars, and a replacement single-leaf metal door at front. Also in the woods, across the highway (once "Broadway") is the concrete vault from the old bank. Numerous stone foundations and cellar pits from many of the other houses are scattered in the woods, and the arrangement of the original streets can be discerned.

**HISTORY:** Wehrum, on the eastern edge of the county in Buffington Township, was established in 1901 by Lackawanna Coal & Coke Company; it was named for Henry Wehrum, a Lackawanna official. Lackawanna purchased the Vinton Colliery's Company operation at nearby Vintondale in Cambria County and a large amount of coal land belonging to the Blacklick Land and Improvement Company downstream in Indiana County early in 1901. Two years later, the Ebensburg & Blacklick Branch of the Pennsylvania Rail Road was extended southwest from Vintondale through Wehrum. Lackawanna #4 Mine near Wehrum was opened later that year. It used steam for haulage, and Capell fans for ventilation. The coal from the new mines at Wehrum was intended for coking for use at Lackawanna Steel's plant at Buffalo, but was too dirty for use untreated, so the company planned a huge washer plant. The company invested more than \$1 million, and the town quickly boomed, with two mines operating in town. But soon there were setbacks. A gas explosion in 1904 killed four men in the mines. In the spring of 1906, the mines were only operating two or three days a week, and the washer plant burned in August. The decreased activity was associated with a slump at Lackawanna Steel, the primary user of coal from the mines. However, a new washer with a daily capacity of 2,000 tons was built the next year, and operations continued. Another big year was 1907, with over 262,000 tons of coal being mined by 364 men. Work dropped off the next year, and Lackawanna #4 produced only 61,000 tons of coal. The mine was open ninety-five days that year, and 153 men were employed. A major disaster occurred in 1909, when twenty-one miners were killed in a second gas explosion. Around 1910, two more mines were opened, and the town's population again increased. At its peak, Wehrum had 240 houses, two churches, a bank, a dance hall, and a theater. Also in town was a school, railway passenger and freight stations, forty-room hotel, doctor's and dentist's offices, post office, mine office and company store. Blair Shaffer of Rexis had the contract to build the company houses, but died after constructing three; the remainder were built by one S. Buchanan.

Wehrum's prosperity was short-lived; the coal ran out fairly quickly, and the washer plant burned in 1914. In 1922, the operation was purchased by the Cambria Steel Company of Johnstown, which was itself soon acquired by Bethlehem Steel. Bethlehem shut down the last operations at Wehrum in 1929. The mine plant was dismantled, and almost all the houses were sold for \$40-50 apiece for the wood they contained. One house was left for a watchman, and the superintendent's house was

## Extractive Industries

moved to Claghorn. Today, all that is standing in Wehrum are the one house, now substantially altered, and the two-person jail. However, ruins and foundations are visible over the entire area.

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Interview with Denise Weber, Wehrum and Vintondale, July 1990.  
Interview with Gloria Risko, Wehrum, September 1990.

## McCreary Coke Company: Graceton (Company Town)

Center Township

USGS Quad: Indiana (1:24000) UTM: 17/655250/4485375

Construction Date: ca. 1890

**DESCRIPTION:** The village of Graceton is located in southern Center Township three miles south of Homer City. The roughly forty houses constructed for coal miners and coke plant workers were arranged on three main streets paralleling the Indiana-Blairsville road. The Indiana Branch of the Pennsylvania Rail Road once passed through the town, as did the Indiana County Streetrailways line; however, both have been dismantled and removed. The coke ovens site, across present Pennsylvania Highway 119, was reclaimed in the summer of 1990.

About thirty of the original houses survive. Most are built on two plans. The more common houses are doubles, and are two stories in height, with entrances on either sides of the facade sheltered only by small stoops. The houses are clad in french-lap asbestos shingle siding, and are topped by side-gable roofs. One-story original shed sections extend across the rear; behind these, small porches on some houses have been enclosed. The other houses are of similar plan, but are somewhat larger, and have half-hipped porches across the front and larger rear porches.

**HISTORY:** Coal operations in the Graceton area began in 1886, when George A. Mikesell began construction of twelve coke ovens on his farm in Center Township, using brick from Meldren's brickyard at Black Lick. By the next summer, he was making coke, the first produced in Indiana County. He shipped a sample to the Cambria Iron Company in Johnstown, which pronounced the coke satisfactory; however, his limited operation could not produce enough for the furnaces there, so he sold his coke to area foundries. The preliminary success of Mikesell's operation attracted

investors, and by October 1888, thirty-seven more ovens were being constructed there by Guthrie, Graff & Company.

J.W. Moore purchased some nearby land from J.M. Guthrie and began constructing a battery of 200 coke ovens in 1890; he also purchased Mikesell's ovens from Guthrie, Graff & Co. Harry McCreary directed the construction of the ovens, and also built the company town of Graceton. Not long afterward, McCreary was manager of the firm, doing business as the McCreary Coke Company.

Houses were built for the mine and coke oven employees. Forty had been built by July 1890 and others were constructed over the next several decades. The town was named Graceton. In 1891 a railroad siding was built to the plant. The coal washer, crusher, and engine house were destroyed by fire in 1898, but the complex was quickly rebuilt.

The Youngstown Steel Company bought out McCreary in 1900. The sale included 200 coke ovens, the washer plant, housing for 100 employees, a company store, and 800 acres of coal. By 1904, Youngstown had purchased another 3,500 acres and was building more ovens and a newer washer plant. The finished coke was sent to the parent company's iron and steel furnaces at Youngstown, Ohio. Production in 1907 totalled over 143,000 tons of coal, making 87,500 tons of coke in 202 working ovens.

In 1914 business was being done as the "Graceton Coke Company." Output from Graceton #1 and #2 totalled 188,000 tons of coal and 67,000 tons of coke. Employees numbered 290, of whom 159 were miners. Production from "Graceton Coal & Coke" in 1929 had fallen to 126,000 tons, making 33,000 tons of coke. Only 110 of the 201 coke ovens were in use. Employment had dropped to 220 men. The mine and coke plant continued in operation through World War II. During the war, the plant operated at capacity, but operations finally ceased in March 1953.

#### Sources:

*Indiana Gazette*, Centennial Edition, 27 August 1990, Section II.

Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1907*. Harrisburg, PA: Harrisburg Publishing Co., 1908.

\_\_\_\_\_. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, 1915.

\_\_\_\_\_. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1929-1930*. Harrisburg, PA: n.p., 1932.

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#### North American Coal Company: Josephine Tipple

.25 mile northeast of Josephine, northwest side of Blacklick Creek, Burrell Township

USGS Quad: Bolivar (1:24000) UTM: 17/654810/4482400

Construction Date: ca. 1940

**DESCRIPTION:** This coal-loading tipple complex is located on the northwest bank of Blacklick Creek one-quarter mile northeast of the village of Josephine. The tipple remains are located at the

## Extractive Industries

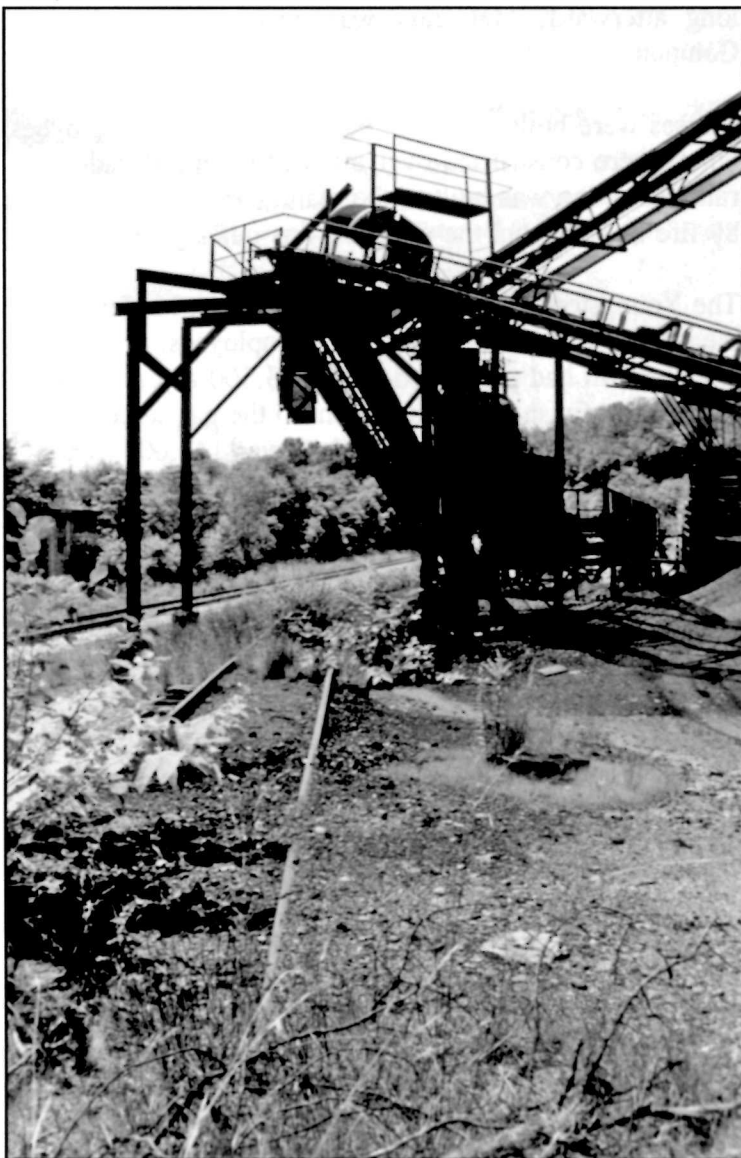
mouth of a drift mine and were served by the former Pennsylvania Rail Road Blacklick Creek branch line, now Conrail.

The complex consists of a steel car shaker unloader, two conveyors, and the base framework of a corrugated-metal tipple, the superstructure of which has been mostly removed. The main mining structures and buildings have been removed, but concrete foundations extend in several directions. Log cribwork that previously supported other structures is present, a rail siding still serves the site, and a large pile of partially burned boney dominates the scene.

**HISTORY:** Not much information was found about this mid-twentieth century coaling tipple northeast of Josephine. Informants at the Black Lick municipal building believe it was operated by the North American Coal Company. The complex has been abandoned for some time and has been partially dismantled.

Mining began in the area in the late-nineteenth century. By 1900, much coal land in the area was controlled by interests allied with Corrigan, McKinney & Co., and the availability of coal was the reason for the establishment of this company's Josephine Furnaces. The company ran captive mines in the neighborhood.

The Bells Mill Coal Company began operations in the area in 1905. In 1914, the company's drift mine at Josephine employed eighty-three men. In 1930, employment had declined to fifty-two men; they produced 49,000 tons of coal. Later, the mine was controlled by the Graff Coal Company and its subsidiary, the Westmoreland Mining Company. Operations ceased in 1937, after 1,200,000 tons of coal had been taken out. One informant stated that the North American Coal Company had acquired the former Bell's Mill Coal Company mine.



**Photo 17.** Josephine tipple, conveyor and shaker unloader, constructed in the 1940s with subsequent improvements. Photo by Richard Quin.



Sources:

- Haffner, M.F.S. *Topographic and Geologic Atlas of Pennsylvania: A-57, New Florence Quadrangle*. Harrisburg, PA: Pennsylvania Department of Internal Affairs, 1958.
- Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.
- \_\_\_\_\_. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1929-1930*. Harrisburg, PA: n.p., 1932.

**Peale coal interests: Rembrant (Company Town)**

West side Pennsylvania Highway 403, 2 miles north of Clymer, Cherryhill Township  
 USGS Quad: Clymer (1:24000) UTM: 17/668200/4506650  
 Construction Date: ca. 1907

**DESCRIPTION:** Four houses, one in ruins, mark the site of Rembrant, a small company town at the site of the Victor #26 coal mine. Three of the houses stand on a hillside on the west side of present Pennsylvania Highway 403, about two miles north of Clymer and a mile and a half south of Dixonville; the other, abandoned, house is across the highway. The typical house is two stories in height and built on a T-plan. The foundation is of random ashlar stone, siding is asbestos shingles, and the gabled roof is covered in composition shingles. On the front, a one-story shed porch extends nearly the entire length; similar shed porches run across the sides of the rear tee section. Windows are double-hung with 4/4 lights. Corbeled brick chimneys are located on the inside at the gable ends. All of the houses have been somewhat altered. No trace of the old mine site was detected.

**HISTORY:** Rembrant, formerly Rembrant Station, is what is left of a small company town at the site of the abandoned Victor #26 mine north of Clymer. The mine was established by the Peale interests, which were connected with the New York Central Railroad, and likely provided coal for the railroad. The Victor Coal Mining Company, also operated at times as Russell Coal Company, along with the other Peale interests, was part of a holding company listed on the New York Stock Exchange as "Victor Collieries." The mine was opened about 1907, and the houses probably date from this time. The town was apparently named for Rembrant Peale, Jr., who signed his name on one of the "Big Rocks" above Second Sample Run in 1907. In 1914, Russell Coal controlled the mine along with three others in the neighborhood. Production at Rembrant totalled less than 14,000 tons, and there were only nine employees. The mine shut down before World War II, and the houses today are privately owned.

Sources:

- Lezark, Alex. "Mining in the Clymer Area: Clearfield Bituminous Coal Corporation," in Clarence D. Stephenson, editor, *The Clymer-Cherryhill Story*. Clymer, PA: Clymer High School, 1953.
- Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.
- Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.



## **Extractive Industries**

### **Penn-Mary Coal Company: Heilwood (Company Town)**

Pine Township

USGS Quad: Strongstown (1:24000)

UTM: 17/676000/4498500

Construction Date: ca. 1904

**DESCRIPTION:** A number of buildings and structures remain from the considerable coal operations conducted at Heilwood in northern Pine Township. The structures were built by a number of companies which operated here. Most of the vast mining complex has been dismantled, but these isolated structures were recorded by HAER and by the Pennsylvania Historical & Museum Commission.

The carpenter's shop and planing mill now serves as the Pine Township municipal garage. The common bond brick building is one story in height on a full basement, roughly 50' x 40,' and topped by a gabled shingle roof. It has corbeled brick detailing, segmental arch double-hung sash windows, and double-leaf doors on the west end at center. It has been altered by placement of a large metal roll-up door on the east end, and by construction of a large concrete shed addition on the south side.

Adjacent to this structure is a small brick structure which served as the fire house, holding a hose cart pulled by men. The small structure (approximately 25' x 24'), has a front gable roof, double-leaf wooden batten doors and a brick chimney at the rear.

Behind the carpenter's shop is the small jail, measuring roughly 15' x 10'. The two-person lockup, identical to the jail at Wehrum, is of brick construction, rests on a concrete slab, and is topped by a concrete gable roof. Two high barred windows are located on the sides, and a replacement single-leaf door is at the center of the north or front side.

The company office on Main Street now serves as the Heilwood Post Office and a beauty shop. The two-story brick building is distinguished by a neoclassical entry. The doctor's office was located here before construction of the Penn-Mary Hospital.

For details on company housing, see Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-PN-8. For the Penn-Mary Company's Superintendent's house, see PHMC survey form 063-PN-4. For the lower mine complex (power house and repair shop), see PHMC form 063-PN-9.

**HISTORY:** Heilwood in Pine Township was a coal mining company town established about 1904. A former town, Guthrie's Mills, had existed in the area. Due to the number of opossums found in the area, the town was nicknamed Possum Glory, and the railroad station there was known as Possum Glory Junction. In the 1890s the Possum Glory Coal & Coke Company controlled 8,000 acres in the vicinity, and operated the first mines.

In 1904, J.H. Weaver & Company opened three mines here on a tract purchased from John S. Bowers, and developed the company town of Heilwood, the name coming from the proprietor, John

Heil Weaver. The mines were served by the Cherry Tree and Dixonville Railroad, a joint company controlled by the Pennsylvania and New York Central railroad systems.

Little in the way of further development was done by the Weaver interests, and in 1906 the holdings were purchased by the Penn-Mary Coal Company, a subsidiary of the Pennsylvania-Maryland Steel Company, which expanded the operations significantly. The company opened five new mines and added many facilities to the town, including churches, stores, a hotel (the Heilwood Inn), an amusement hall, a large commercial dairy, and electrical and water systems. Electricity was provided by a central powerhouse. The Penn-Mary Hospital, the first building in Indiana County erected as a hospital, was built in 1909. By 1916, the town had 400 houses and a population of more than 2,400. The Heilwood Company, a subsidiary operation, operated the company store.

About 1914 the mines were purchased by the Cambria Steel Company of Johnstown, and in 1916 they came under the control of the Bethlehem Steel Company. The name of the company was changed to Bethlehem Mines Corporation, and after 1935, to Industrial Collieries. The Penn-Mary Company continued to control much of the coal in the surrounding area. Bethlehem operated the mines until 1940, at which time they were leased to Redlands Coal Company, a subsidiary of the J.H. Weaver Company, which opened the first mines here. In 1943 Redlands purchased the operation. In 1948 the mine operations were repurchased by Bethlehem Steel, and operated for another year, when they were sold to the Pine Township Coal Company. Pine Township Coal erected a new tippie and cleaning plant, and introduced the "long-wall" system of mining.

The mines shut down a decade or so later. By 1938 the railroad had already been removed. Most of the enormous complex has been dismantled. The population has declined to less than 500. Although the company store, recreation hall, hotel, and some other town buildings have been removed, the original layout of the town is quite apparent.

#### Sources:

- Donnelly, Joe. "Pine Twp. Coal Uses a Unique Mining Method." *Indiana Evening Gazette*, 7 March 1957.  
 "Redlands Coal Company." MSS, in files of Historical and Genealogical Society of Indiana County.  
 "High School, Good Hospital, and Modern Buildings--Features of One of the Busiest Industrial Points in the County." MSS, taken from the *Indiana Progress*, 1916, in files of Historical and Genealogical Society of Indiana County.  
 Sipos, Frank J. "Small County Town Site of First Hospital." *Indiana Evening Gazette*, 28 May 1949.  
 Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
 Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

### **Pennsylvania Coal & Coke Company: Alverda (Company Town)**

Pine Township

USGS Quad: Barnesboro (1:24000)

UTM: 17/681300/4499700

Construction Date: ca. 1910s

**DESCRIPTION:** Alverda, in northern Pine Township, is a small company town of approximately forty houses, the earliest probably dating from the early 1910s. This was a coal company town developed by the Pennsylvania Coal & Coke Company, which operated mines here.

## Extractive Industries

Little remains of the mine complex which shut down after World War II. The former wash house survives in part; it is approximately 50' x 30,' constructed on a concrete slab foundation and topped by a gabled composition shingle roof with central metal ventilator. Most of the original large glass windows have been removed, and a shed section which housed a boss's office has been demolished. The adjacent machine shop recently collapsed, but the footings for the forge are intact. Part of the brick pump house remains; this, too, was joined to the machine shop. The route of the rail line that served the mines can be seen adjacent to the complex.

Houses in the town are built on several patterns. The larger houses are of brick construction, two stories in height, constructed on stone foundations, and topped with hipped or gabled roofs. Shed porches extend across the front, and one-story shed sections are at the rear (probably enclosed porches). Also present in the town are a number of smaller one-story frame bungalows, mostly altered. Some of the houses were mail-order Sears and Roebuck houses. A handful of houses are clustered at the western edge of town; this area is known as "Brownstown," after property owner Sam Brown, for workers employed at the Estep Brothers coal mine nearby.

**HISTORY:** Rich coal lands in the northern part of Pine Township were acquired by the Clearfield Bituminous Coal Corporation (CBC) in 1911. The CBC did not enter into mining operations here, but rather leased the lands for development. One company which operated mines under leases was the Pennsylvania Coal & Coke Company. Alverda, four miles northeast of Heilwood, was apparently established soon afterwards, when the PC&C opened mines here. The company erected a number of houses for employees, including substantial brick homes and smaller frame bungalows. The place was first called "Tipperary," then plans were made to call the village "Sides," but the town was finally named "Alverda" after Josephine Alverda Heiser, the first postmaster and wife of the village doctor (there was already a town of Josephine). In the 1920s, as the coal workers began to organize, coal and iron police were brought in from Patton to evict many of the union members. In 1930 production at Pennsylvania #55 mine totalled over 154,000 tons, with 119 employees. In 1922, the mine was taken over by Bethlehem Steel Company and operated by its subsidiary Bethlehem Mines Corporation. After 1935, Bethlehem Mines conducted operations under the name "Industrial Collieries." By 1942, the CBC was running the mines here as the Dutch Run Mines, providing coal for the New York Central Railroad. The mines operated at capacity during World War II, but shut down soon afterwards. Today, all that remains of the mine complex is the wash house, pump house, boney piles, and some foundations. A number of the houses remain, but the former company store has been razed.

Another mining operation took place on the west end of the town. Estep Brothers Coal Company operated a drift mine, Sides #1, here by 1914, and built a section of worker housing, known as "Brownstown." The company had two active mines here in 1929, called Pleasant Valley #1 and #2, with a combined annual production of over 38,000 tons. Only thirty-three men were employed here. The Brownstown mines shut down in 1944. All traces of the mine complex are gone (strip operations have taken place in the area), but a handful of the houses remain.

Sources:

- Interview with Ruth Vozer Packer, Alverda Postmaster, September 1990.  
 Interview with Joe Vozer, Alverda, September 1990.  
 "Redlands Coal Company." MSS, in files of Historical and Genealogical Society of Indiana County.  
 Musser, A.J. "Coal and The New York Central Railroad Company." *The Explosives Engineer*, March-April 1944.  
 Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*.  
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## Pennsylvania Coal & Coke Company: Arcadia Mines Complex

One-half mile north of Arcadia, Montgomery Township  
 USGS Quad: Burnside (1:24000) UTM: 17/681200/4521000  
 Construction Date: ca. 1900

**DESCRIPTION:** One-half mile north of Arcadia are remains of a coal-loading dock and tipple, and what was apparently a powerhouse erected by the Pennsylvania Coal & Coke Company to power its mining operations in the neighborhood. The loading dock area consists of reinforced-concrete retaining walls with angle iron bracing; evidently, some sort of trestle or deck was once carried by the foundations, from which coal was loaded to the railroad spur below. One hundred yards west is a large pale yellow-brick building with concrete block additions. Floors are poured concrete, and window openings are topped by segmental arches. Chimney bases, insulators, and circuitry suggest that the building served as a mine-site power generating plant; however, all equipment has been removed.

**HISTORY:** The Pennsylvania Coal & Coke Company began mining operations in the "E" coal seam in the Arcadia vicinity about 1900. By 1913 three mines were operating here and one at nearby Wilgus, employing a combined total of 550 men; 2,000 tons of coal a day were being produced in 1913. The drift mines were vented by Pollock and Stine fans. In 1930 the PC&C called the mines "Pardee" Mines #40, #41, and #42; Mine #41 was a small mine, worked by only four men. By the mid-twentieth century, some of the operations here were being conducted by the Clearfield Bituminous Coal Corporation. This complex, which may have been used by either company, consists of the remains of a coal loading tipple and dock and a large brick building that apparently was the powerhouse for mining operations in the vicinity. The powerhouse was present as early as 1913, as it is referred to in a county history published that year. The complex is abandoned and in ruins.

Sources:

- Musser, A.J. "Coal and The New York Central Railroad Company." *The Explosives Engineer*, March-April 1944.  
 Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*.  
 Harrisburg, PA: William Stanley Ray, State Printer, 1915.  
 \_\_\_\_\_. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1929-1930*. Harrisburg, PA: n.p., 1932.  
 Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.  
 Interview with Mike Gulick, Arcadia, Pennsylvania, September 1990.

## **Extractive Industries**

### **Pennsylvania Coal & Coke Company: Arcadia (Company Town)**

Three miles southwest of Glen Campbell Borough, Montgomery Township

USGS Quad: Burnside (1:24000)

UTM: 17/681300/4516400

Construction Date: ca. 1900

**DESCRIPTION:** Arcadia is a rather typical coal-mining company town in Montgomery Township three miles southwest of Glen Campbell Borough. The town was laid out on three or four parallel streets running roughly from northwest to southeast, perpendicular to the Indiana-Glen Campbell Road. Today, the lowest of the streets has been abandoned, and all houses once located along it have been dismantled.

About thirty of the coal-miners' houses have survived. Although several plans are represented, two are quite common. The larger houses are two stories high with a simple one-story central wing extending from the rear. A side-gable roof covers the house, and a shed porch extends across the front. The second common plan is a five-room two-story house oriented with the short side to the street, and is covered by a front-gable roof with central chimney. A one-story gabled extension is joined to the rear.

Company stores, the mine office, and other mine buildings are no longer extant. The United Mine Worker's Hall has partially collapsed, and many vacant lots show that Arcadia was once a much larger place.

**HISTORY:** Arcadia was established about 1900; that year, the Clearfield & Indiana Coal Company opened its Arcadia #1 and #2 mines. Production the first year was 12,000 tons of coal, mined by 100 men under superintendent S.H. Hicks. The Pennsylvania Coal & Coke Company leased land nearby at about the same time and opened five mines. Both companies soon built many company houses here. The Pittsburgh & Eastern Rail Road, from Mahaffey, Pennsylvania, extended its lines to the new mines, but soon afterwards the branch was taken over by the New York Central & Hudson River Railroad Company.

The first lots were sold in April 1900. The population by 1913 was 1,200; at the time the town had three churches, meat markets, livery stable, Union Hall, hardware store, several general stores, company office, and a power plant. A school built in 1902 was expanded in 1910. Three licensed hotels had closed by this point due to strong local Prohibition sentiment. At least two company stores also operated here.

Four of the PC&C mines were active in 1914--Arcadia #40, #41, #43, and #44; total tonnage that year was over 259,000 tons, and 484 men were employed. A.O. Sommerville was plant superintendent. Two others were being operated here by the Ellsworth-Dunham Coal Company at the same time, Victor #11 and Victor #14; there were 176 miners employed in 1914.

A number of other mines were in operation at Arcadia. Former miner Mike Gulick described several of these. Mine #3 was in later years operated by the Clearfield Bituminous Coal Corporation (CBC), a company affiliated with the New York Central Railroad which served the town. Mine #11



was a drift mine located at the present boney pile across the highway northeast of town. The Peale coal interests originally developed this mine, but in later years it was operated by the CBC. Mine #2 was located above the large boney pile. Two other mines operated a short distance away, one in a hollow east of town, and another on the hill behind the present Tasty Freeze. These may have been the Ellsworth-Dunham Coal Company's Victor Mines.

The houses were sold off into private ownership about 1948. More than 100 houses were still present in the 1950s, when the mines began to shut down. A number of the houses have since burned. Others have been demolished. Today, about thirty of the older houses survive. All mines are shut down and very little remains to mark their presence except for huge piles of boney. The railroad has been dismantled, the Union Hall has partially collapsed, and a whole street has disappeared.

#### Sources:

- Interview with Mr. and Mrs. Mike Gulick, Arcadia, Pennsylvania, September 1990.
- Deaubansky, Helen. Arcadia Photographs ca. 1937. Collection of Mr. and Mrs. Mike Gulick, Arcadia, Pennsylvania.
- Indiana County Gazette*, April 1900, reprinted in *Indiana Gazette Centennial Edition*, 20 August 1990.
- Musser, A.J. "Coal and The New York Central Railroad Company." *The Explosives Engineer*, March-April 1944.
- Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.
- Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.
- Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

### **Pennsylvania Coal & Coke Company: Heshbon Mine Ruins**

1 mile west of Heshbon, West Wheatfield township boundary  
 USGS Quad: New Florence (1:24000) UTM: 17/659850/4481700  
 Construction Date: ca. 1940s

**DESCRIPTION:** Little remains of this former mining complex above Blacklick Creek one mile west of the West Wheatfield village of Heshbon. The tipple was built on a foundation of cast concrete blocks and was supported by a welded steel frame. Coal was dropped through shaker plates in the tipple, and loaded by gravity to rail cars on a track below. The superstructure has been entirely dismantled, and the remainder of the structure is in ruins. Next to the tipple was a truck scale. Also on the site was a large coal conveyor, but it has been removed and only traces of its footings are visible.

A 1965 photograph, taken as the complex was about to be shut down, shows the tipple as a five-story structure covered with corrugated siding, and connected with mines by conveyors. Scale houses and other buildings were of board-and-batten frame construction.

**HISTORY:** This mine was operated by the Pennsylvania Coal & Coke Company in the mid-twentieth century. Sixty men were employed at the peak of production. Operations here ceased in



## Extractive Industries

1965, and the remaining twenty-seven men were laid off. The tipple and conveyor were removed after 1981, as they are indicated on a USGS quadrangle revised that year.

### Sources:

"Homer City Area Mine Closed." *Indiana Evening Gazette*, no date available, 1965.

## **Pittsburgh Gas Coal Company: Iselin (Company Town)**

Young Township

USGS Quad: Avonmore (1:24000)

UTM: 17/636400/4490800

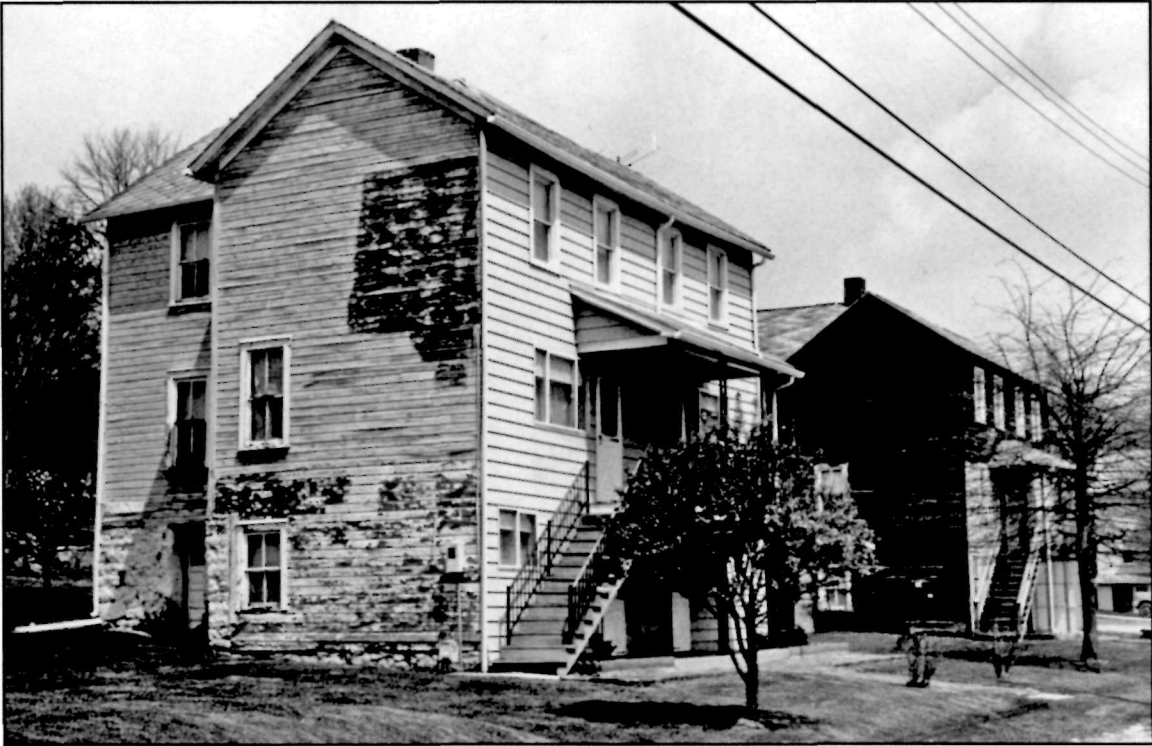
Construction Date: 1903

**DESCRIPTION:** Iselin, established in 1903 by a subsidiary firm of the Rochester & Pittsburgh Coal & Iron Company, is located in southeastern Young Township. Most of the more than 200 houses built here survive, along with the company store (altered), mine office, and doctor's office. The mine complex itself has been dismantled.

Several types of company houses were constructed by the Hyde-Murphy Company, general contractors. The common single family house is a weatherboarded frame structure resting on a stone foundation, and is topped by a slate roof. The double houses, which sheltered two families, are much larger. The T-plan houses are built on full basements accessed by a flight of steps to a central shed porch. The houses had privies and coal sheds in the rear, a few of which remain. All houses were originally painted a uniform gray; most now have some form of synthetic siding.

The mine complex was located below the town on Harper's Run. The complex and accompanying railroad have been removed, though one portal is supposedly intact. The mine office (now a private residence) is a brick structure, 36' x 18,' built on a stone foundation and topped by a hipped roof. It was built in 1914. The smaller doctor's office next door is of tile construction, also covered by a hipped roof. The company store, a large brick structure, has been substantially altered as a local fire hall. The town also has two churches, one Catholic and one Protestant. The Catholic Church is scheduled to be moved to Aultman in the near future.

**HISTORY:** Iselin was the second major company town established by the Rochester & Pittsburgh Coal & Iron Company. After completing work on the complex at Ernest, the R&P began to develop a second major mining area in the Elder's Ridge area in southern Young Township. Lucius Robinson, president of the R&P, formed another subsidiary company, the Pittsburgh Gas Coal Company, and purchased 6,000 acres in the area in November 1902. The Buffalo, Rochester & Pittsburgh Railway began construction of a rail line extension south from Creekside in 1903, employing 675 men under subcontractors King, Clement, and Shoemaker. Coal mining began at this point, even before the new company town was built. Two drift mines were open by August 1903. The Hyde-Murphy Company, which was completing the houses at Ernest, was contracted with again for the new town, and had twelve houses completed by September. The town was named Iselin, after Adrian Iselin, the chief investor in the R&PC&I. The rail line was complete in 1904, and the



**Photo 18.** Iselin, row of multi-family houses. Photo by Scott Brown.

mines continued to expand. A thirty-nine room hotel was built that summer at a cost of \$9,000 by Charles Rowe. The town also soon had a company store, theater, churches and a school.

In the initial months, forty-two men were employed at the mines. By 1905, the work force had grown to 440. It reached 1,200 by 1908, and in 1910, 1,700 were working at Iselin. Many of these were immigrants, as Indiana County could not furnish adequate local labor for such an undertaking. At its peak, Iselin had more than 200 homes. A decline set in by the early 1910s; in 1914, employment had dropped to 900 men. The mine had its own powerhouse until 1914, when service was provided from the central R&PC&I power plant at Lucerne.

By 1930, operations were being conducted through another subsidiary company, the Helvetia Coal Mining Company. Production from Iselin #1 and #2 totalled 197,000 tons, and 282 men were employed. Over the next years, the mines were only open intermittently, and in 1934 they were permanently shut down. Many of the workers relocated to Coal Run, where R&P had other active mines. Passenger service on the railroad ended soon afterwards. The houses were sold off by the company in 1947, and are now privately owned. Approximately thirty or thirty-five homes, along with the mine complex itself, have been dismantled. Today, R&P Coal Company, doing business through yet another subsidiary, the Kent Coal Mining Company, operates a number of surface mine operations in the vicinity.



**Photo 19.** Iselin. Former doctor's office for Rochester & Pittsburgh Coal & Iron Company. Photo by Richard Quin.

Sources:

- Cooper, Eileen Mountjoy. "Iselin Part I: Coal Town a Home for New Americans". *Indiana Evening Gazette*, 29 July 1978.  
\_\_\_\_\_. "Iselin Part II: Hardship Fails to Dim Spirit of Townspeople." *Indiana Evening Gazette*, 12 August 1978.  
\_\_\_\_\_. *Rochester and Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.  
Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous*, 1914. Harrisburg, PA: William Stanley Ray, State Printer, 1915.  
\_\_\_\_\_. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1929-1930*. Harrisburg, PA: n.p., 1932.

**Rochester & Pittsburgh Coal & Iron Company: Aultman (Company Town)**

Center Township

USGS Quad: McIntyre (1:24000)

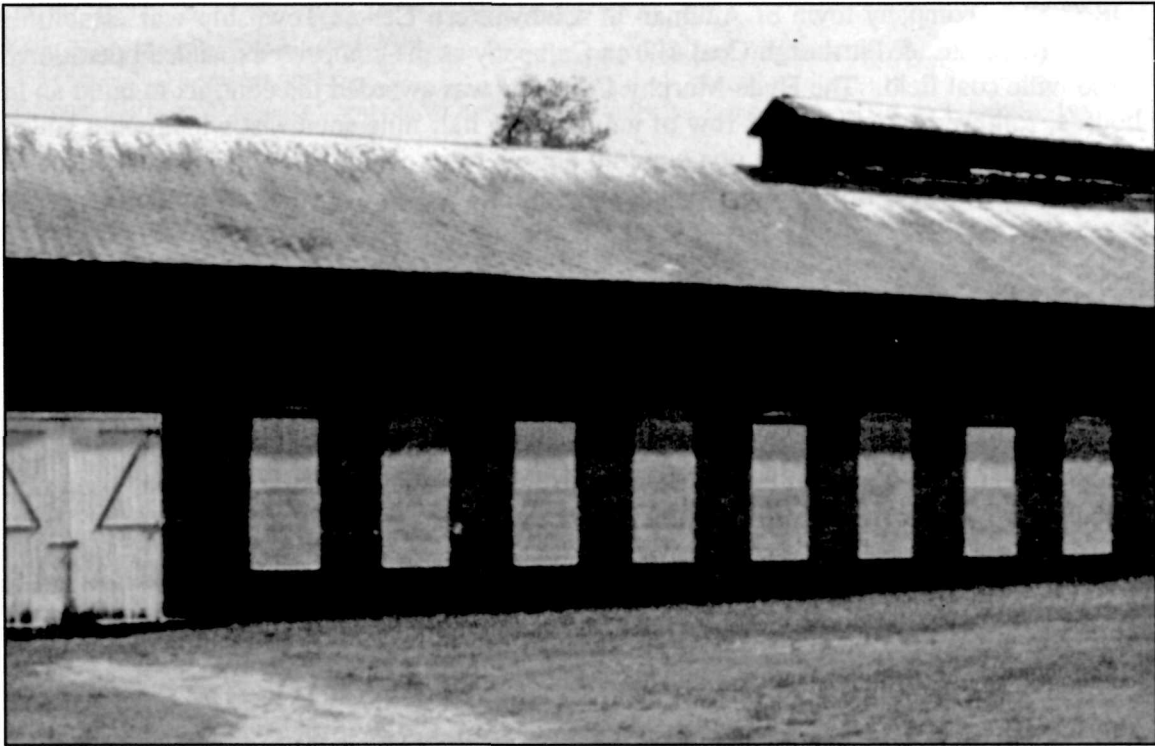
UTM: 17/647200/4491700

Construction Date: ca. 1912

17/647050/4490500

**DESCRIPTION:** Aultman in Center Township is a company town with approximately ninety original workers' houses surviving on the town's two parallel streets and southeastward extension. The town is located up Aultman's Run, a small branch from which the town takes its name, from the abandoned Rochester & Pittsburgh Coal & Iron Company mine complex.

The typical single house is a two-story gable front structure, resting on a raised concrete block foundation and topped by slate roof. The weatherboarded frame buildings have one-story shed



**Photo 20.** Aultman mine complex, powerhouse and machine shop. Photo by Richard Quin.

porches across the front and one-story shed extensions, possibly enclosed porches, at the rear. Many in the town have been altered somewhat by additions or by replacement of the original siding.

Some larger houses in the community are of brick tile construction, with weatherboarded gable fields, small shed porches over the entries, and chimneys on the side wall. The buildings are also oriented with the gable fronts towards the street. Double houses are of frame construction with side-gable roofs and concrete block foundations, one-story shed porches across the front, and rear one-story shed wings.

The former mine office is located at 519 4th in Aultman. It is a small one-story brick structure, of square plan topped by a hipped roof with exposed purlins, with a half-hipped porch supported by three square posts. Windows are double-hung sash with 6/6 lights. A shed dormer has been removed. The office has been converted to a private residence.

One large building remains from the mine complex, the former power house and machine shop. The one-story common-bond brick building is 200' long, with twenty segmental-arch windows, all boarded, spaced across each side, along with two sets of diagonal-batten double-leaf loading doors, and a monitor-type ventilator on the roof ridge. A small gabled extension on the north end has a bank of insulators on the north wall. The building is topped by a slate roof, but the original smokestacks have been removed. Tipples and other structures related to the three mines are no longer extant, but large piles of boney waste give evidence of the immense scale of operations here.

## **Extractive Industries**

**HISTORY:** The company town of Aultman in southwestern Center Township was established in 1912 by the Rochester & Pittsburgh Coal & Iron Company as the company expanded operations into the Jacksonville coal field. The Hyde-Murphy Company was awarded the contract to build an initial fifty houses, followed by a detached row of ten houses a half mile southeast which were called the "Ten Commandments." More than one hundred houses were eventually built, almost all of which remain. A spur from the Buffalo, Rochester & Pittsburgh Railway reached the town in December, 1912.

The first two mines opened here were first named Jacksonville #3 and #4; Jacksonville Mine #5 was opened to the south. Coal production peaked in 1928, with 2,000 tons being mined daily. At the time, the town had forty-one double houses, eighty-two single houses, a community hall, a doctor's office, and two foremen's houses. The mine complex was considerable, with an enormous building that housed a power plant and machine shop, and the largest tippie in the Jacksonville field. However, the mines shut down only a year or two later. Some surface mining has been done in recent years, and a couple of new drift mines are now operating a mile or so away.

### **Sources:**

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-CE-2, Aultman Mine Office, by Tracy E. Frampton and Jodie Molnar Hedrick, 9 January 1989.

Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-CE-3, Aultman, by Tracy E. Frampton and Jodie Molnar Hedrick, 9 January 1989.

## **Rochester & Pittsburgh Coal & Iron Company: Indiana Office Building**

655 Church Street, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/656275/4498200

Construction Date: 1919-1921

**DESCRIPTION:** The Rochester & Pittsburgh Coal & Iron Company Corporate Office Building is built on the spot of a former town auditorium on Church Street in Indiana Borough. It is three stories high, of steel-framed brick construction faced with cut limestone. The L-plan building measures 98' along Church Street and 150' along Carpenter Avenue. The centered main entry is distinguished by a heavy entablature, and stone belt courses and water tables. The building is topped by a concrete roof. On the west side of the building is a large annex, built in 1984, of compatible design using the same materials and some design characteristics of the original structure.

**HISTORY:** Benjamin McCreight Clark, who became president of the Rochester & Pittsburgh Coal & Iron Company in January 1919, made immediate plans to move the company's offices from Buffalo, Rochester, and Punxsutawney to Indiana, and by July construction of the new \$250,000 headquarters building at 655 Church was well underway. The new office building opened in 1921. Six years later, the corporation was reorganized as the "Rochester & Pittsburgh Coal Company." A large addition of compatible design was added in 1984. The company remains a major enterprise, and was added to the *Fortune* magazine list of the 500 largest American companies in 1986.



Sources:

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: The A.G. Halldin, 1989.

**Rochester & Pittsburgh Coal & Iron Company: Lucerne (Company Town)**

Center Township

USGS Quad: Indiana (1:24000) UTM: 17/656625/4491000

Construction Date: ca. 1907

**DESCRIPTION:** Lucerne, outside Homer City, is one of the most intact mining towns in Indiana County. Approximately 200 of the nearly 250 original houses survive. The main part of the town was laid out on four long parallel streets, with three other streets located below. Management housing was located to the west, across present Pennsylvania Highway 119. The main mine complex was located south across the railroad.



**Photo 21.** Lucerne, single-family dwellings. Photo by Jet Lowe.

Three main types of housing are located in the main block of the town. The typical medium-sized house contains seven rooms: parlor, dining room and kitchen downstairs, and four bedrooms upstairs. It is built on a stone foundation, and is topped by a front-gable slate roof. Small shed porches are located to the front and rear. The larger and smaller houses follow the same basic plan, with eight or six rooms, respectively.





**Photo 22.** Lucerne, single-family dwelling. The wood shingles have been applied over the original weatherboard. Photo by Jet Lowe.

To the rear of the houses, along alleyways, were located weatherboarded privies and coal sheds. The privies were square structures with shed roofs with small traps at the rear to empty the waste; the coal sheds were longer structures, with batten doors at either side. These were built on the property lines, and shared by two houses. Several examples of each survive today. The company store, known as Mahoning Supply Company, stood at the base of the village. The large two-and-a-half-story brick structure burned in 1967, but its stone foundations can still be seen.

**HISTORY:** Lucerne, or Lucernemines, was the model coal company town built by the Rochester & Pittsburgh Coal & Iron Company. It was named after the Swiss city of Luzerne by the Adrian Iselin family, who were of Swiss descent. The new town, five miles south of Indiana on the extension of the Buffalo, Rochester & Pittsburgh Railway, was begun in 1907. By 1928, it had fifty single houses, 195 double houses, a doctor's office, and company store.

The mines here, originally two drifts and a shaft, were among the most extensive in the county, and the boney waste pile remaining weighs more than a million tons. Production in 1929 totalled over 773,000 tons. The houses were sold off in 1947, and are now in private ownership. Lucerne Mine #1 shut down in 1929, #2 in 1943, and #3 in 1967.

Sources:

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1929-1930*. Harrisburg: n.p., 1932.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

**Rochester & Pittsburgh Coal Company: Lucernemines Coking Coal Complex**

.2 miles east of Lucernemines village, northeast of Homer City, Center Township

USGS Quad: Indiana (1:24000) UTM: 17/657375/4491150

Construction Date: 1952

**DESCRIPTION:** Three tipples survive from a large coke processing facility built and operated by the Rochester and Pittsburgh Coal Company at Lucerne (or Lucernemines). Although the mines at Lucerne were established in 1907 and 1908, little remains of the vast mining complex, except for the relatively recent coking plant, erected in 1952. The oldest of the three surviving tipples here is of particular interest. The steel-framed structure contains four tapering square vats mounted high on the frames. Coal was fed into them via a tracked conveyor extending from a car shaker unloader. It then passed by gravity downward through agitating screens into waiting tipple cars, still present on the track at the tipple base. A catwalk, reached by a metal ladder, extends across the north side.



**Photo 23.** Lucernemines, coal tipple. Photo by Jet Lowe.



**Photo 24.** Lucernemines, conveyor to boney pile. Photo by Jet Lowe.

The tipple cars, four in number to match the four vats in the tipple, were obviously designed for the tipple and accompanying coke oven complex. They are of braced sheet steel construction, V-shaped, and rest on four-wheel trucks. Feeder arms extending from the sides would drop the screened coal into the trunnel holes of the nearby coke ovens. The tipple was connected to an adjacent battery of 264 coke ovens by a wood-and-metal open deck trestle, no longer extant.

Two newer tipples, apparently dating from the 1960s, stand approximately 400 yards west. These may have been built after the older coke oven works was sold to Shenango, Inc., in 1957. The two share interconnected conveyor systems bringing the coal from the mines; each may have screened different sizes of coal, requiring the coal to pass through each before the minimum size was separated. Rails on the tracks below are marked "U.S. Steel" with several dates, all from the 1950s and 1960s.

Also on the site is a hopper car shaker unloader. The shaker is a steel structure, roughly 60' x 20' in dimension, designed to accommodate coal hopper cars from the mines or from other sites. The base is an open grate with tapering vat which fed the coal to an accompanying conveyor which took the dropped coal to the top of an adjacent tipple. A partially enclosed operator station and catwalk is located on the south side, and a gantry crane runs on a track overhead. An inscription on the collapsed agitator identifies the structure as a "Robins Car Shakeout."

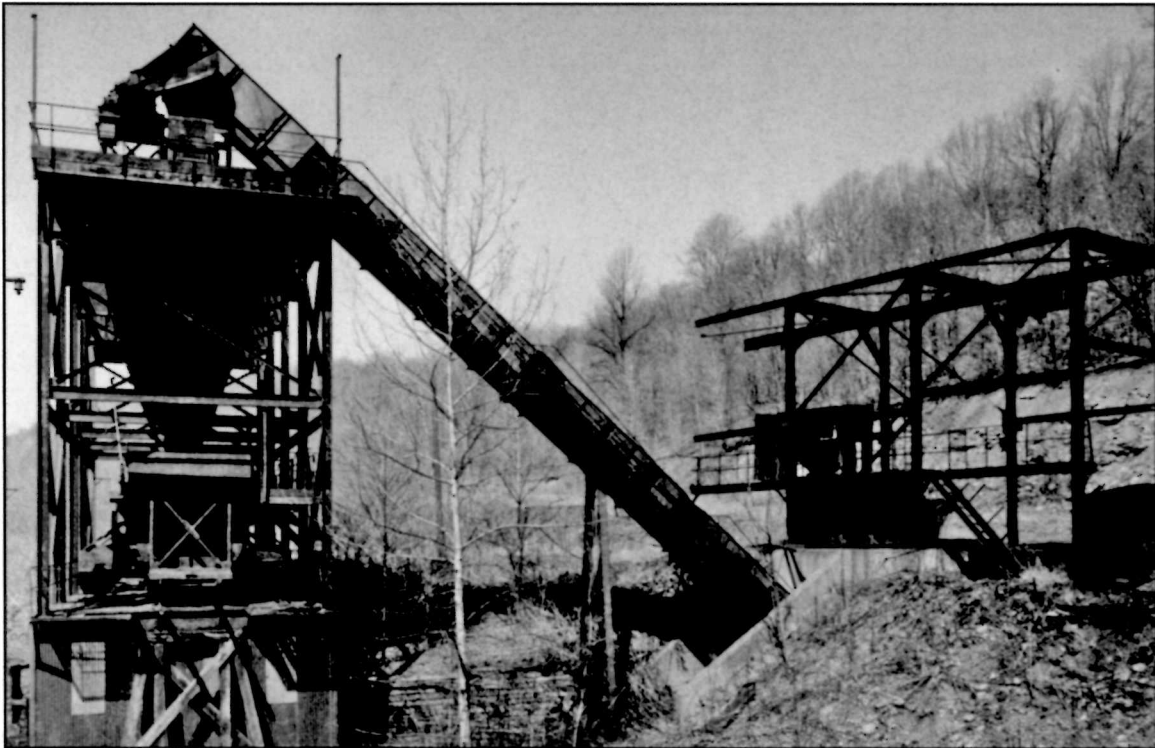
**HISTORY:** The relatively recent Rochester & Pittsburgh Coal Company works at Lucerne is the most intact coke-processing complex of the historic Indiana County coal industry. The coking complex was built by the R&P in 1952 at a cost of over \$2 million. R&P operated the complex only until 1957, when it was sold to Shenango, Inc. Shenango continued to operate the ovens complex until the Pennsylvania Department of Environmental Resources forced its closure in 1972. The complex was simply abandoned and has not been dismantled; even the unique loading cars remain on the tracks below the oldest tipple. The trestle connecting that tipple with the coke ovens has been removed. The car shakeout stands to its side.

**Sources:**

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Frampton, Tracy Edwin and Jodie Molnar Hedrick. Pennsylvania Historical Resource Survey Form 063-WH-18. Pennsylvania Historical & Museum Commission, Bureau for Historical Preservation, Harrisburg. Copies at Indiana County Office of Planning and Development, Indiana, Pennsylvania.

"New Coke Ovens in Operation at Lucerne." *Indiana Gazette*, 23 October 1952.



**Photo 25.** Lucernemines, larry car tipple (left) and car shaker. The equipment dates from the 1950s. Photo by Jet Lowe.

## Extractive Industries

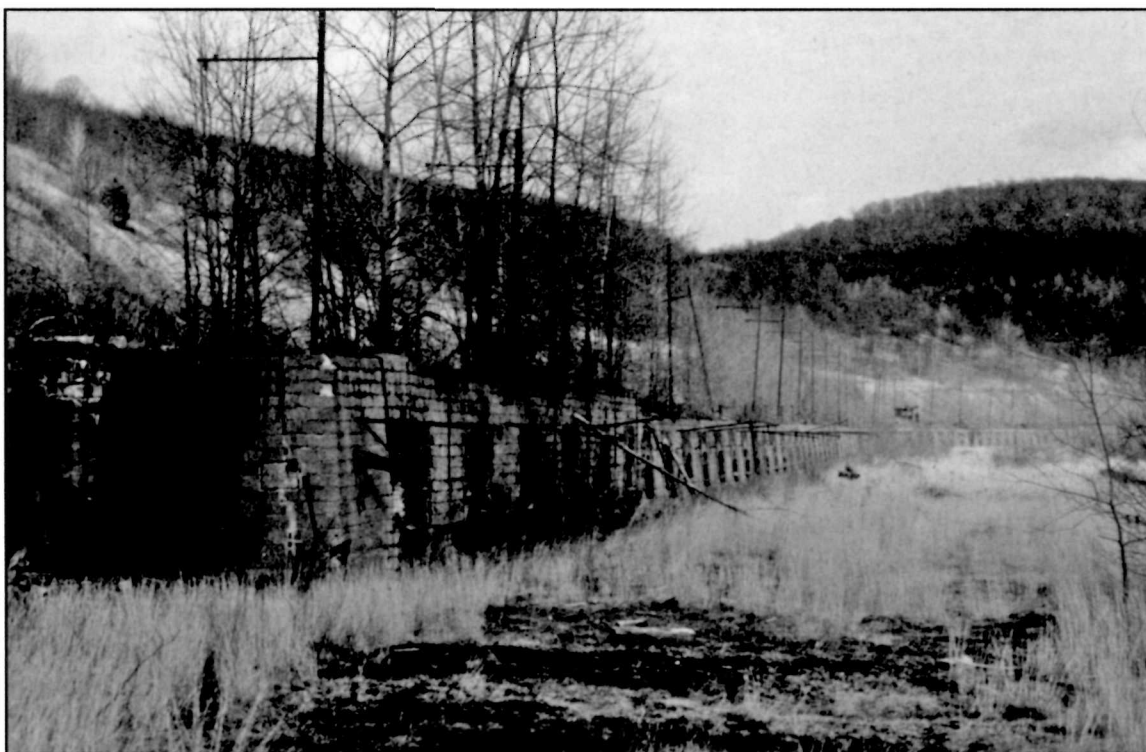
### **Rochester & Pittsburgh Coal Company: Lucernemines Coke Ovens**

.5 miles east of Lucernemines village, northeast of Homer City, Center Township

USGS Quad: Indiana (1:24000) UTM: 17/657660/4491250

Construction Date: 1952

**DESCRIPTION:** The Rochester & Pittsburgh Coal Company coke ovens at Lucernemines, built in 1952, extend along the banks of Yellow Creek southeast of the company town of Lucerne. The complex of 264 beehive coke ovens extends in two linear strings east and southeast from the main coal processing area. The beehive ovens are built back-to-back, but still separate. (That is, not like other oven complexes built at the time, with connecting holes to allow mechanized equipment to push the finished coke through the ovens into loading cars, rather than draw the coke out.) They are built of refractory brick in a domed or beehive pattern, set within a masonry enclosure of concrete block. The loading doors, now removed, were surrounded with regular face brick, an uncommon practice. The area around the beehives and within the concrete enclosure is dirt-filled, to allow better insulation of the ovens. Trunnel holes on top allowed the ovens to be filled by specially-designed larry cars which brought the coal from a nearby tipple; these were powered by electric locomotives operating on a catenary system, part of which survives. Tracks located below the mouths of the ovens, now removed, carried off the finished coke drawn from the ovens.



**Photo 26.** Lucernemines, coke ovens. Photo by Jet Lowe.



**HISTORY:** The Rochester & Pittsburgh Coal Company ovens at Lucerne is the most intact coke-processing complex of the historic Indiana County coal industry. The ovens were built by the R&P in 1952, and operated by the company until December 1957, when they were sold to Shenango, Inc. Shenango continued to operate the ovens until the Pennsylvania Department of Environmental Resources forced its closure in October 1972. Coke made at the plant was of a superior grade, and was used in blast furnaces for reducing ore to pig iron. The site is abandoned, though the ovens survive largely intact.

**Sources:**

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Frampton, Tracy Edwin and Jodie Molnar Hedrick. Pennsylvania Historical Resource Survey Form 063-WH-18, Lucerne Coke Ovens.



**Photo 27.** Lucernemines, detail of coke oven. Photo by Jet Lowe.



## Extractive Industries

### **Rochester & Pittsburgh Coal Company: Lucernemines Dynamite Magazine**

.5 miles northeast east of Lucernemines village, Center Township

USGS Quad: Indiana (1:24000)

UTM: 17/655455/4492860

**DESCRIPTION:** On Ferguson Road east of Lucerne is a small structure that once stored dynamite used in the Lucerne Mines operation. The diminutive stretcher-bond brick structure measures only 6' x 6', is built on a stone foundation, and is topped by a gabled tin roof with central round metal ventilator. A single-leaf steel door is located on the northeast side. The east corner of the structure is collapsing.

**HISTORY:** This small structure stored dynamite used in the Rochester & Pittsburgh Coal & Iron Company's Lucerne Mines. The structure was located in what was once remote woods at some distance from the mine complex and accompanying company town; this was to reduce the chance of severe damage in case of an explosion. Lately, the surrounding woodlands have been cleared.



**Photo 28.** Lucernemines, dynamite magazine. Photo by Richard Quin.

#### **Sources:**

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Frampton, Tracy Edwin and Jodie Molnar Hedrick. Pennsylvania Historical Resource Survey Form 063-WH-18, Lucerne Coke Ovens.

# **Rochester & Pittsburgh Coal & Iron Company: Lucernemines Powerhouse**

3/4 mile northeast of Homer City at Lucernemines, Center Township

USGS Quad: Indiana (1:24000) UTM: 17/656850/4490400

Construction Date: 1910

**DESCRIPTION:** The Lucernemines Powerhouse at Lucerne near Homer City is a massive brick structure. The 1910 main section, the boiler house, 300' x 50', is two stories in height. The lower one-story generator room measures 200' x 50'. A large concrete addition was joined to the southwest side in 1940. The entire structure is of fireproof brick, steel and concrete construction.

The boiler house originally housed twelve Sterling boilers with total capacity of 6,000 horsepower. They were equipped with Jones underfeed stokers. An ash pit ran the full length of the building in the basement. Train cars would be parked in the pit, and receive the ashes from the firing floor from ash hoppers below the boilers. A steel trestle led to the attic of the boiler house; train cars could move from the tipple using an electric tramway and dump crushed coal for the boilers. The coal was stored below the roof in 500-ton capacity bunkers. Twelve iron chimney stacks once projected from the roof; these have been removed.

The adjacent powerhouse held a 5,000 Kw turbine generator, two 3,000 Kw turbine generators, a smaller 55 Kw motor generator set or exciter, a 710-horsepower motor generator set, switch rooms, vacuum pumps for the barometric condensers, and boiler pumps. The building also housed a large air compressor with a capacity of 5,000 cubic feet per minute. Air for the compressor came from a separate stack on the roof, which was fitted with an air filter.

A low, one-story brick switch house was added to northeast side of the building by 1930; it measures 100' x 25'. Tall stacks were added to the side in the 1930s; these were removed in 1969. The building is presently abandoned and all original equipment removed. Most of the industrial glass windows have been sealed.

**HISTORY:** The Lucernemines Powerhouse was constructed in 1910 by the Rochester and Pittsburgh Coal & Iron Company and served as the central powerhouse for all of the company's mines in Indiana County. The plant initially served the Lucerne mines, but by 1920 transmission lines were extended to the other mines and their various individual power plants were closed. In 1922 the plant was upgraded and lines extended to the Yatesboro mines in Armstrong County. The power plant also provided electricity for the Indiana Streetrailways system. The Lucerne power plant remained in operation until 1964, when R&P began purchasing power from the Pennsylvania Electric Company. It took over a year for the mines to switch over from the 25-cycle power provided by the plant to 60-cycle current.

The plant was originally provided with two 25-cycle turbo-generators, twelve 500-horsepower tube boilers, and a 2,500 cubic foot steam-driven compressor. It was designed to use non-saleable coal. The 25-cycle power allowed less line loss in transmission, but was not compatible with prevailing 60-cycle current. The company purchased several Goodman electric cutting machines for the

## Extractive Industries

Lucerne mines, and before long all R&PC&I plants were electrified. A new 6,000 Kw turbo-generator was added in 1915.

The Lucernemines Powerhouse is significant as the first example of a unified power plant to serve various mines. Before its construction, mines in the area used compressed air cutting machines, or even manual cutting and mule-pulled carts. The plant was considered a marvel of its time and was one of the last large 25-cycle power plants to have operated.

### Sources:

- Cooper, Eileen Mountjoy. "Lucerne Part II: Central Power Plant Supplied all R&P Mines." *Indiana Gazette*, 11 August 1911.
- \_\_\_\_\_. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.
- Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1915*. Harrisburg, PA: William Stanley Ray, State Printer, 1916.
- Sanborn Map Company. *Homer City, Pennsylvania*. (New York: Sanborn Map Company, 1917 and 1930 series).
- Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*. v. 1. Chicago: J.H. Beers & Co., 1913.

## **Rochester & Pittsburgh Coal & Iron Company: McIntyre (Company Town)**

Two miles northwest of Jacksonville Borough, Young Township  
USGS Quad: McIntyre (1:24000) UTM: 17/644200/4492250  
Construction Date: ca. 1910

**DESCRIPTION:** McIntyre was established about 1910 by the Rochester & Pittsburgh Coal & Iron Company. The town was considerably larger during the coal boom, and quite a number of the houses have been razed or are now vacant or derelict. At present, about thirty-five houses survive, together with an altered company store and some collapsed mine buildings.

Several types of houses are present, but three plans are the most common. The typical double or semi-detached houses are two stories in height with paired entries at the center, a full-length shed porch across the front, and a small central shed porch centered on the rear. The houses rest on concrete block foundations and are topped with side-gable metal roofs. Several double houses have the short end of the house oriented towards the street, with the entries at either side of the one-story full-length shed front porch. These houses are topped by front-gable roofs with brick flues at either side. The typical single house is a small two-story structure of five or six rooms, with a one-story shed porch across the front, front-gable roof with central brick flue, and enclosed one-story shed section. Huge piles of boney wastes loom over the surrounding landscape.

**HISTORY:** In 1910 the Rochester & Pittsburgh Coal & Iron Company established the company town of McIntyre in Young Township, and awarded the contract for the construction of fifty houses to the Hyde-Murphy Company of Ridgeway, Pennsylvania. The first two mines opened in 1911. The new post office was named "McIntyre" after H. Barclay McIntire, a Jacksonville merchant and coal speculator who had controlled leases on much land in the area. By 1916 production was over 406,000 tons. The mines and town were served by a branch of the Buffalo, Rochester & Pittsburgh Railway. The company store was called Jefferson Supply Company. By 1928, the town had grown

to fifty-five double and seventeen single houses. In addition to the houses, there was a doctor's office, a repair shop, a barn, and two tipples. The daily capacity of the mines now had dropped to about 1,600 tons. The mines began operating as the "Rochester & Pittsburgh Coal Company," and McIntyre #1 and #2 mines were later renamed Kent #1 and #2. In 1930, only thirty men were still employed at the mines; total production stood at 400,000 tons. The mines were inundated by the 1936 flood but reopened. Kent #1 closed in 1952, and #2 eleven years later. A small branch mine, Kent #2A, operated nearby in the 1950s. All operations ceased here in 1959, but the Rochester & Pittsburgh Coal Company is still surface mining elsewhere in the township.

Sources:

- Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.
- Graff, Bill. "Two Days the Rain Came Down." *Indiana Gazette*, 15 March 1986.
- Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1929-1930*. Harrisburg, PA: n.p., 1932.
- Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.
- Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

### **St. Clair, Rinn & Company: Indiana Coal Yard**

1071 Water Street, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/655600/4498500

Construction Date: ca. 1920s

**DESCRIPTION:** This complex has a small frame office building, a coal loading track, and some small sheds. The office building is a two-story weatherboarded frame building measuring 22' x 18' and topped by a front-gable roof. A one-story shed porch extends across the front, and a small shed section is also joined to the rear. Behind the building is the former coal loading track, with reinforced concrete pylons supporting the single track above the coal pockets. East of the office is a small derelict single-bay tile shed that apparently served as a garage, and behind this, a small one-story frame shed identified on the 1930 Sanborn Insurance Map as "lime storage." At the rear of the lot is a small tile structure that was the machine shop for the complex. The structure measures 30' x 20' and is covered by a gable roof. The entire coal yard has apparently been abandoned.

**HISTORY:** The St. Clair, Rinn & Company sold house coal in Indiana from this yard. Its mines (no longer extant) were located on Two Lick Creek three miles southeast. The company's Two Lick #1 mine first appears in mine reports in 1930; nineteen men were employed that year, and 9,000 tons of coal was produced. The company shut down not long after World War II.

Sources:

- Interview with Evelyn Booth, Historical and Genealogical Society of Indiana County, September 1990.
- Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1929-1930*. Harrisburg, PA: n.p., 1932.
- Sanborn Insurance Company. *Indiana, Pennsylvania*. New York: Sanborn Map Company, 1930.

## Extractive Industries

### **Tide Coal Mining Company: Tide (Company Town)**

Center Township

USGS Quad: Clymer (1:24000) UTM: 17/658000/4490725

Construction Date: ca. 1907

**DESCRIPTION:** This ca. 1913 one-and-a-half-story weatherboarded frame building is typical of the twenty-five double houses built by the Rochester & Pittsburgh Coal & Iron Company at Tide, southwest of Lucerne in Indiana County. The four-bay house rests on a concrete-block foundation and is topped by a side-gable asphalt shingle roof. A one-story shed porch extends across the entire front. Windows are double-hung sash with 4/4 lights.

**HISTORY:** The Rochester & Pittsburgh Coal & Iron Company, which operated mines at nearby Lucerne, opened new works in the Tide area along Brush Creek in 1913. Doing business as the Tide Coal Mining Company, R&PC&I made its first shipment from the new fields in 1913. By 1914, two mines were operating with a combined annual production of 93,000 tons. They were electrified and used Stine fans for ventilation. W.S. Blyth was foreman of 145 employees. R&PC&I built the company town of Tide near the mouth of Waterman Mine #2; it consisted of twenty-five double and four single houses. Operations continued at Tide until 1954. The houses were sold and remain in private ownership. Approximately twenty of the double houses remain, all but one of which has been severely altered. The tippie, processing facilities, and rail line extension have been scrapped in recent years by Kovalchick Salvage.

#### Sources:

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

Pennsylvania Department of Mines. *Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1914*. Harrisburg, PA: William Stanley Ray, State Printer, 1915.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### **Trojan Coal Mining Company: Trojan #3 Mine**

.5 mile east of Gipsy, Montgomery Township

USGS Quad: Burnside (1:24000)

UTM: 17/679900/4519400

Construction Date: ca. 1950s

**DESCRIPTION:** This mid-twentieth century mine complex of the Trojan Maryland Coal Company was located between Gipsy and Hooverhurst in northern Montgomery Township. The mine was in ruins when surveyed in September 1990, and was slated to be demolished.

Present on the site were the remains of a bath house, a loading tippie, a collapsed structure of unidentified function, and a fan house. The bath house was a U-shaped concrete block structure, partially collapsed, with doors and windows removed. The tippie was of wood and corrugated metal construction. It has been partially dismantled, and the remaining structure has largely burned and collapsed. The fan house was of concrete block construction with a large steel radial fan, steel doors, and metal air intakes. Several other sheds and foundations from other structures were present



as well. The enormous boney pile has been smoldering for years, hence the reclamation project in progress.

**HISTORY:** According to Interior Department personnel on site, this mine was operated by the Trojan-Maryland Coal Company and went out of business in the 1960s or 1970s. The Trojan Coal Mining Company was operating here by 1929, when almost 46,000 tons of coal was produced by the eighty employees. The boney pile has been on fire (underground) for some time.

**Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

**Urey Ridge Coal Company: Urey (Company Housing)**

Banks Township

USGS Quad: Burnside (1:24000)

UTM: 17/683300/4523500

Construction Date: ca. 1891-1916

**DESCRIPTION:** The small hamlet of Urey, in eastern Banks Township north of Glen Campbell Borough, was established as "Bryson" in 1889, when coal mining started in the neighborhood. This rural settlement was never very large, and today, only half a dozen or so houses remain in the vicinity. The least altered of these is a two-story shingled frame house topped by a side-gable composition roof, and joined at the side by a one-story gabled wing. Also in the town is Saints Peter & Paul Russian Orthodox Church, built in 1916.

**HISTORY:** Coal mining in the Urey area began in 1889, when the Passmore & Burns Coal Company opened a mine exploiting the 4'- to 8'-thick "B," "C" and "C Prime" coal veins. The mine and small settlement were first called "Bryson." The mine employed fifty-six men and produced 60,000 tons of coal in 1889. A second mine was opened in 1890, and the two were then named Urey #1 and #2. By 1891, employment had increased to 128 men, and production to 65,000 tons of coal. In 1893, operations were being conducted as the Urey Ridge Coal Company. Urey Mines #1, #3 and #6 were being worked by 227 men in 1908, and production had risen to 129,000 tons. However, in 1914, only 133 men were employed. No power was yet provided, and men and mules did the work. Miners evidently included Eastern Europeans, as the local church, built in 1916, is Sts. Peter & Paul Russian Orthodox Church. Drift mining in the area has been over for years, but some strip mining is now underway nearby.

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## Extractive Industries

### Weaver & Coleman Coal Interests: Idamar (Company Town)

Green Township

USGS Quad: Clymer (1:24000) UTM: 17/668675/4510300

Construction Date: ca. 1907

**DESCRIPTION:** Several houses remain from the once prosperous coal town of Idamar, established about 1907. Three houses in the Dixon Run valley north of Dixonville, together with another burned house, mark the spot of the village.

The typical surviving house is a two-story balloon-frame wooden structure. Resting on a stone foundation, it is topped by a side-gable composition shingle roof. A one-story shed section at the rear may have been an original feature, otherwise, it is an enclosed porch. Short shed porches on the front have been enclosed on all three houses in the main part of the village. Also present at Idamar is a 1906 deck girder bridge from the New York Central Railroad tracks which served the mines; the tracks have been removed for some time.

**HISTORY:** Idamar was built by a coal company controlled by J. Heil Weaver, and named for his daughters Ida and Mary. Weaver and Coleman family interests acquired lands in the area in 1905 and 1906, and leased them to the Dixon Coal Company, which opened a mine here. The mine, Dixon #1, had a frame tippie, tile power house, tile motor barn, sand house, fan house, machine supply house, blacksmith shop, mine office, and barn and corn crib for the mine's mules. Coal was taken from the Lower Freeport "D" seam.

The company houses included fifty board-and-batten frame single story houses, twenty-four weatherboarded frame two-story houses, a ten-room superintendent's house, and two farm houses. Today, only a few of the two-story houses survive.

This was once a substantial town, with a company store, ice house, tavern, railroad station, four groceries, a post office (established 1908), and a concert band. Power was supplied from the Clearfield Bituminous Coal Corporation's powerhouse at Barr Slope. By 1908 production totalled nearly 199,000 tons of coal dug by 254 employees. By 1912, 500 men were employed in the mines. In 1914, however, only twenty-one men were working here; the mine had just reopened after being shut down a while.

In 1916, the property was sold to the Clearfield Bituminous Coal Corporation, which leased it again to the Idamar Coal Company. After a short while, the property was leased to the Empire Coal Mining Company. Production began to taper off after World War I, and by the late 1920s it only operated on a sporadic basis. By 1930, most of the houses had been razed. The mines were shut down after the early 1930s. By 1950, only six houses remained, and only four--one in ruins--were located during the survey.

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17. Stephenson, *175th*, III:390-400.
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20. J.T. Stewart, *Indiana County, Pennsylvania: Her People, Past and Present*, 2 vols. (Chicago: J.H. Beers, 1913), I:553-54; Stephenson, *175th*, II:196; "Redlands Coal Company," Typed MSS in collection of Historical & Genealogical Society of Indiana County; Margaret M. Mulrooney, *A Legacy of Coal: The Coal Company Towns of Southwestern Pennsylvania* (Washington, D.C.: Historic American Buildings Survey/Historic American Engineering Record, 1989), 15. Mulrooney's book reproduces a 1911 map of the town's layout from *Coal Age*.
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#### Extractive Industries

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50.Stephenson, *175th*, II:194, 197.

## Metals Manufacturing

The iron industry in Indiana County was initially limited to blacksmith shops, small foundries, and metal shops. One of the most significant of these was an 1817 nail-cutting shop established in Indiana Borough by blacksmith William W. Caldwell, who for a period of time made most of the nails used in Indiana and much of Westmoreland, Armstrong, Jefferson, and Cambria counties.<sup>51</sup> The first foundries in the county were established in the 1830s, and the products they produced provide important insights both into the technological capabilities of the industry, and into the needs of the community. The county's first foundry, established in Blairsville in 1830, made cast iron chairs and castings for the Allegheny Portage Railroad, as well as stoves, grates, plough points, ploughs, mill cranks, wagon boxes, winnow-mill irons.<sup>52</sup> In Cherry Tree, a foundry established by Robert H. McCormick in 1849 made wheels for grist and saw mills, mill irons, ploughs, sled soles, tuyeres, stove castings, wagon boxes, and hollow ware before operations ceased in 1862.<sup>53</sup> In the postbellum years county foundries installed steam engines (the Indiana Foundry Company, established in 1872, maintained the largest steam engine in the county to power its operations), and manufactured such products as stoves, wheels for mining cars, and every description of castings and metal products. During World War I the Marshall Foundry (formerly Bollinger-Andrews) manufactured acid tanks.<sup>54</sup>

Iron ore in Indiana County was of relatively poor quality and found in small quantities, and five charcoal-fired furnaces established in the 1830s and 1840s were soon abandoned.<sup>55</sup> Early iron works included the 1837 furnace built by Henry and John Noble at Cramer, and David Stewart's 1846 Blacklick Furnace near Wheatfield. The Noble facility used a steam engine to provide cold blast for the furnace, and Stewart built a road from Armagh to Nineveh in order to haul his pig iron to the canal.<sup>56</sup> The Eliza Furnace, on the Indiana-Cambria county line, survives from this period.

It was not until 1907 that a modern, coke-fired steel-constructed blast furnace went into operation, at Bell's Mills on Blacklick Creek. Operated by the Cleveland-based Corrigan, McKinney & Company, the furnace produced pig iron for the firm's large steel mill on the Cuyahoga River. Corrigan, McKinney constructed an even larger modern blast furnace in 1912 and named it the Josephine Furnace. The company's operations peaked in the 1910s when it employed 200 workers producing 600 tons of pig iron daily, and maintained 165 workers' houses at Josephine. Both furnaces at the Josephine site were abandoned by 1927.

Two plants in Indiana County specialized in large-scale tin fabrication. Established in 1892, the Blairsville Rolling Mill was equipped with six stands of rolls and four furnaces. Financial difficulties and a labor dispute closed the plant in 1899. The Saltsburg Rolling Mill opened in 1894. This tin and terne metal mill was equipped with two furnaces and a bar mill, and employed about 200 men. Production at the plant ended before World War I.

Conemaugh Iron Works, which began operations in 1919 at the former site of the Blairsville Enameled Ware Company, had a work force of 155. After a fire destroyed this foundry in 1925, the plant was rebuilt and operated until 1934, when it was forced out of business by the Depression. A number of firms occupied the site until it was acquired by the Syntron Company, a division of FMC Corporation. The firm is one of the largest employers in Indiana County.



## Metals Manufacturing

### Baker Furnace

In village of Cramer, on site of transmission shop,  
East Wheatfield Township

USGS Quad: Vintondale (1:24000)

UTM: 17/670360/447617

Construction Date: 1847 or 1848

**DESCRIPTION:** Although this was a fairly substantial operation at one time, no structures remain. Archeological investigation may be able to indicate the location of these structures, and land forms provide some evidence of past activities here. The furnace was apparently located on the site of the present automobile transmission shop in Cramer, 1/8 mile south of PA 403.

**HISTORY:** Hugh Noble erected an iron furnace at present Cramer, perhaps in 1837. The "Hopewell Forge" was evidently associated with the operation. Noble and his brother, John, sold the property in 1842 to Elias Baker of Altoona, Blair County. Baker apparently built a new furnace at this point, although other accounts suggest 1848. The new stone furnace stood 30' high and was 9' across at the bosh. Baker had \$40,000 invested in the operation in 1850, and expended \$17,000 each year on coal and iron ore. Fifty employees worked at the operation. Annual production was 1,500 tons of pig iron valued at \$33,000, and 100 tons of bar iron with a value of \$4,000. The furnace was destroyed by fire in 1855, but was evidently quickly reestablished. The site is indicated as "Indiana Furnace & Forge" on an 1856 map. In 1857, it produced 1,500 tons of metal from hematite ore from Baker's holdings in Blair County. A forge was also located at the site. The "Indiana Iron Works" evidently ceased to operate soon after the Civil War.

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### Blacklick Iron Furnace

2 mi. ESE of Dilltown, 1.1 mi. SW of Wehrum, on north side Blacklick Creek, Buffington Township

USGS Quad: Vintondale (1:24000)

UTM: 17/672675/4480500

Construction Date: 1845 or 1846

**DESCRIPTION:** Furnace stack demolished. Stone footings, earth works from charging ramp, etc., may be located. Modern house built on top of apparent former charging ramp. No furnace-related buildings or structures extant.

**HISTORY:** David Stewart, of Cambria County, built Blacklick Furnace in 1845 or 1846. Stewart, with three partners, had earlier constructed an iron furnace in Cambria County on Laurel Run. Stewart had a road built to Armagh from which the finished iron, made from local ore, was carried to Nineveh on the Pennsylvania Main Line Canal. Although he was forced by the sheriff into a

property sale in November 1850, Stewart apparently reorganized with partner Peter Shoenberger. In 1852 Stewart sold out to Shoenberger and the latter's partner, George S. King, who were associated with the new Cambria Iron Works of Johnstown. At the time of the transfer, the furnace was described as 35' high with an 8' bosh; the operation, which included 3,700 acres, was valued at \$55,000. Operations ceased in September 1859. All traces of the furnace had vanished by 1913.

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### **Bollinger-Andrews Foundry Site**

Other Names: Marshall Foundry, Valley Mould & Iron Foundry  
North side Josephine-Black Lick Road, southwest of Blacklick Creek, Burrell Township

**DESCRIPTION:** Reportedly no buildings are intact. Some traces of foundations or footings may remain. The area was cloaked in vegetation at the time of visit.

**HISTORY:** The Bollinger-Andrews Foundry was established in June 1914 on eighteen acres adjoining the Josephine Furnace of the McKinney Steel Company. By April of the next year three large buildings were completed, measuring 500' x 60', 500' x 70', and 450' x 60'. The plant opened that month, and by September an addition was being planned. As many as 350 people were employed. In 1916, the plant became the Marshall Foundry upon the retirement of Mr. Bollinger. Twenty brick houses for workers, located in a hollow south of the foundry known as "Marshall Heights," were built in 1917. During World War I, the plant manufactured acid tanks. The foundry was later purchased by Brown Brothers of Pittsburgh and renamed Valley Mould & Iron Foundry. It shut down for a while in 1920 and closed permanently in 1926. The plant was dismantled two years later, and the machinery was sent to Chicago.

Sources:

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### **Buena Vista Furnace**

At "Dias," 500 yards west of Pennsylvania Highway 56 on north bank of Blacklick Creek, Brush Valley Township  
USGS Quad: New Florence (1:24000) UTM: 17/664500/4482700  
Construction Date: 1847

**DESCRIPTION:** The Buena Vista iron furnace on the north side of Blacklick Creek at the crossing of the Armagh-Indiana road (now Pennsylvania Highway 56), survives in fair condition. The large pyramidal stone furnace measures 32' square at the base, tapering to 22' square at the top; the furnace is 30' high. The principal, or work arch, is located on the south side facing the creek; smaller tuyere arches are located on the east and west ends. The charging bridge was located above

## Metals Manufacturing

the north wall. The bosh probably measures about 9' in diameter. The structure is deteriorating; the northwestern corner had collapsed by 1968, and the two tuyere arches are severely weakened.

Vegetation, though cleared away some years back, is again encroaching upon the stack, and poses some threat.



Photo 29. Buena Vista Furnace. Photo by Jet Lowe.

**HISTORY:** Henry McClelland, Elias B. McClelland, and Stephen Alexander Johnston obtained a deed in 1847 to roughly ninety acres of land on Blacklick Creek between Armagh and Brush Valley. The Buena Vista Furnace was named for the Mexican War battle. The partners evidently chose the site for the furnace because they were speculating that a railroad would be constructed along Blacklick Creek, connecting Harrisburg and Pittsburgh. This rail line was promoted in 1845, but was never built. By 1847 the partners controlled 421 acres and were operating a store.

Due to the failure of the railroad proposal, the poor quality of local iron ore, and a decline in the price of pig iron, the furnace failed. In 1850 the sheriff seized the property and sold it. The furnace may have operated another two years, but it apparently closed by 1856. J.P. Lesley states that in 1854, it made 560 tons of metal out of shell and bog ore from nearby measures.

The land was acquired by the Lackawanna Iron and Steel Company in 1901, whose successor, the Delano Coal Company, held it until 1957. That year a 5.16 acre tract was conveyed to the Historical & Genealogical Society of Indiana County, which still has the property.

Sources:

Lesley, J.P. *The Iron Manufacturer's Guide to the Furnaces, Forges and Rolling Mills of the United States, with Discussions of Iron as a Chemical Element, and American Ore, and a Manufactured Article, in Commerce and Industry*. New York: John Wiley, 1859.

Stephenson, Clarence D. *Buena Vista Furnace*. Marion Center, PA: privately published, 1968.

### Clawson Blacksmith Shop Site

Intersection Crawford Road at PA 2011, West Wheatfield Township

USGS Quad: New Florence (1:24000) UTM: 17/661300/4473500

**DESCRIPTION:** Possible footings, pieces of iron scrap, etc. might be located, but nothing is visible. An early twentieth-century garage impinges on site location.

**HISTORY:** John Clawson, a native of Saltsburg, established this shop about 1870, and it remained in operation 30-35 years. Clawson's adjacent house, a two-story L-plan frame structure, burned in 1877. It was rebuilt the following year and survives, somewhat altered.

Sources:

F.W. Beers & Company. *Atlas of Indiana County, Pennsylvania*. New York: F.W. Beers, 1871.

Interview with Raymond Clawson, RD 2 Box 55, New Florence, Pennsylvania 15914, 15 July 1990.

### Conemaugh Iron Works

East Chestnut at North Brady streets, Blairsville Borough

USGS Quad: Blairsville (1:24000) UTM: 17/646800/4477650

**DESCRIPTION:** The rear of FMC Corporation's massive plant at Blairsville includes a section which originally housed the foundry for the rebuilt Conemaugh Iron Works, dating to 1925 and 1926. The rear section, of concrete and steel construction, measures 300' x 132'. It is joined at the front by a 25,000 square foot prefabricated metal section constructed in 1973. The older, historic part of the plant is quite overwhelmed by the modern addition.

**HISTORY:** The first industry to occupy this site was the Clark Brothers Glass Plant, which opened by 1898. This glass plant was one of several which were located in Blairsville in the late-nineteenth and early-twentieth centuries. Parts for lamps were produced by this plant, which were largely assembled at the company's main factory in Trenton, New Jersey.

By 1909 the plant was purchased and refitted as the Blairsville Enameled Ware Company, makers of enameled metal products. (Other enameling plants located in the Blairsville vicinity included the Penn Enamel Ware Company, and the Eureka Manufacturing Company.) With a work force of 135, Blairsville Enameled Ware made \$300,000 a year from the manufacture of tubs, sinks, etc. The 1915 Sanborn maps of Blairsville show the factory as closed in 1915, but it soon reopened as the Conemaugh Iron Works. In 1919 employment stood at 155. The plant was completely destroyed by fire in 1925. The loss was estimated at \$250,000, and a \$300,000 bond issue was immediately issued to rebuild the plant, half of which was underwritten by the First National Bank of Blairsville.

## Metals Manufacturing

The rebuilt plant consisted of a concrete and steel main building, 312' x 130' and a three-story machine shop, measuring 76' x 60'. The new facility opened in 1926. The Depression forced the company out of business, and the plant closed in 1934. In 1937 the plant was sold to Conemaugh Sanitary Manufacturing Company, also makers of cast iron enameled ware. This company survived less than a decade, and the H.J. Porter Company acquired the plant by the 1940s. The Porter Company specialized in armaments, making casings for naval artillery shells during World War II.

In 1947, the Syntron Company purchased the plant and completed renovations in 1949. Syntron is now a part of FMC Corporation. A 35,000 square foot addition was constructed in 1973. The plant is one of the largest employers in Indiana County.

### Sources:

"New Foundry at Blairsville." Unidentified newspaper clipping, November 1925. Historical and Genealogical Society of Indiana County files.

Sanborn Map Company. *Blairsville, Pennsylvania*. New York: Sanborn Map Company, 1909, 1915, 1929 series).

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Interview with Bill Graff, Blairsville, Pennsylvania, August 1990.

## Eliza Furnace

Near Blacklick Creek between Rexis and Vintondale, Buffington Township Indiana County, and Black Lick Township, Cambria County, Pennsylvania (County line passes through the furnace stack.)

USGS Quad: Vintondale (1:24000) UTM: 17/676600/4483500

Construction Date: 1846-47

**DESCRIPTION:** The Eliza Iron Furnace is located on the Indiana-Cambria county line near Vintondale. The furnace is a pyramid-shaped structure, made of cut stone and approximately 30' high. The furnace has an interior opening, or bosh, of 9'. The bosh was loaded with iron ore, charcoal and limestone through an opening at the top of the furnace which was accessed via a wooden bridge connecting the furnace and the nearby hillside. This bridge no longer exists.

Eliza Furnace is an early example of a "hot blast" iron furnace. In both "cold-blast" and "hot blast" furnaces, a blast of air was forced into the furnace by a water-driven bellows. In this example, hot air was collected at the base of the furnace and carried to the coils or heat-exchanger on top by a vent pipe. This hot air was mixed with the cold air from the bellows and recirculated through the furnace. This method did not work very well. The coil pipes and vent pipes still remain.

The furnace, having been cleared of brush and debris, is in good condition. Although the bridge and cast house have long since been removed, the furnace possesses good integrity. Since the furnace is located at the forks of Blacklick Creek, it is conceivably threatened by high floodwaters.

**HISTORY:** The Eliza Furnace was constructed in 1845-46 at the forks of Blacklick Creek by David Ritter and George Rodgers. The spot was ideally suited for the manufacture of iron as all the necessary ingredients (iron ore, limestone, wood for charcoal, water power for the bellows) were nearby. The stack of cut stone was made by a local stone mason, Thomas Devereaux.



Early iron production was a labor-intensive industry. As many as ninety men may have been employed to work the furnace, cut and haul the wood, extract the limestone and iron ore, and haul the iron ingots to the Pennsylvania Canal. One iron furnace would quickly deplete a large forested area.

Eliza Furnace operated only until 1847, and its financial failure can be attributed to several factors. First, the ore was of poor quality, and in 1844 high-grade ore was discovered in the Mesabi Range in Minnesota. Also, the Pennsylvania Rail Road was constructed in the Conemaugh Valley rather than the Blacklick Valley, so costs of transporting the finished iron remained high. In 1846 the government lowered tariffs on imported iron, with the consequence that local production no longer had an advantage over foreign production. Advances in technology also made this type of iron production obsolete.

Eliza Furnace was most likely named for Eliza Ritter, who died in 1873 at the age of 57. Not including the bridge, cast house and bellows, little restoration and rehabilitation of the furnace stack proper would be necessary. The furnace was rated at 1,800 tons a year, but pig-iron production in 1848 was only 1,080 tons, or 35-40 tons per week, which at the time sold for about \$46 a ton. Production took place only during warm weather. Ninety men and boys were employed, and forty-five horses and mules were used in the operations.

As noted above, financial difficulties led to the failure of the furnace. Some folklore has been attached to the closure. Supposedly, as partner David Ritter's money ran out, he went to Philadelphia to try to obtain additional funds. While away, his wife ran away with his partner, George Rodgers. Ritter is said to have returned, discovered the fiasco, and hanged himself at the furnace. Another story tells that Ritter's six-year-old son fell into the furnace and was killed. In

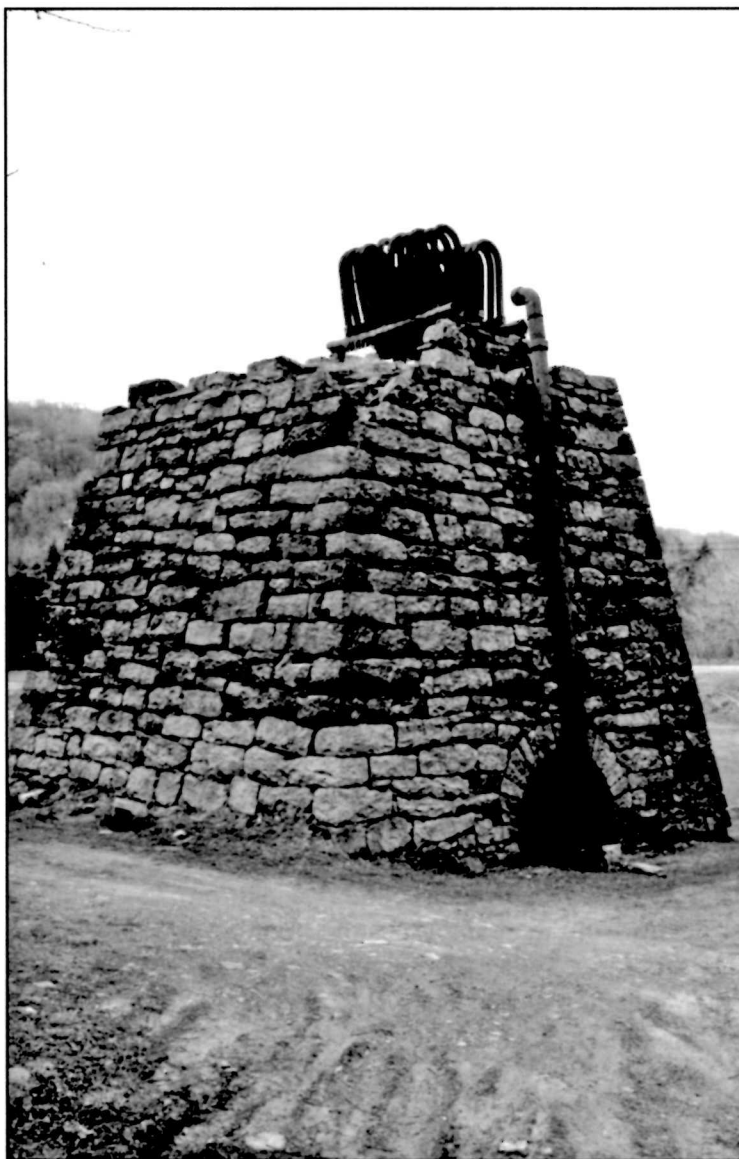


Photo 30. Eliza Furnace. Photo by Jet Lowe.



## Metals Manufacturing

this version, the older Ritter was so distraught that he hanged himself at the furnace. While these stories cannot be verified, they have made it into the published folklore of the neighborhood (see "Vintondale Furnace--Historical Iron Maker," in the *Nanty-Glo Journal*, 13 August 1953, Sec. II, 1), and locals claim that Ritter's ghost can be seen swaying at the furnace site on cold winter nights.

[This entry reprinted in part from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-BF-06, Eliza Furnace, by Tracy E. Frampton and Jodie Molnar Hedrick, 22 March 1989.]

### Sources:

Interview with local citizen.

*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania.* Gloria Berringer, Director, 7 September 1979.

F.W. Beers and Company. *Atlas of Indiana County, Pennsylvania.* New York: F.W. Beers, 1871.

Fitzsimons, Gray, editor. *Blair and Cambria County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites.* Washington, D.C.: Historic American Buildings Survey/Historic American Engineering Record-National Park Service, 1990.

Flood Hazard Boundary Maps, Township of Buffington, Pennsylvania. Federal Emergency Management Agency. 27 December 1974.

Arms, C.T., Sr. and Edward White, editors. *History of Indiana County, Pennsylvania, 1745-1880.* Neward, Ohio: J.A. Caldwell, 1880.

## Indiana Foundry Company

Tenth and Clymer Streets, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/656000/4498800

**DESCRIPTION:** Few structures remain from the Indiana Foundry Company. The largest surviving structure from the complex is the cleaning department, a one-story structure of brick construction. The front-gable steel-truss composition roof is surmounted with a wooden monitor roof above. The south facade or gable end has a stepped parapet and simple dogtooth brick cornice, with the inscription "Indiana Foundry Company" in raised brick. Attached to its north side is a smaller two-story brick structure which contained the pattern shop and pattern storage areas. This section has reinforced concrete floors, an asphalt shed roof supported by steel trusses to which wooden rafters have been scabbed, and metal multi-light windows. Later one and two-story concrete block additions are joined to the east side of the two structures.

Across Clymer Street is the blacksmith shop, a tall one-story wood frame structure clad in structural hollow-clay tiles. The structure has a poured concrete foundation and a side-gable asphalt roof, probably supported by wood and iron trusses. A one-story concrete addition, now housing a laundromat, is joined to the south side.

**HISTORY:** The Indiana Foundry Company underwent a number of transformations after its founding in 1872 by Patrick Burns, late of McFarland Foundry (formerly McFarland & Turner, sometimes doing business as the "Indiana Manufacturing Company.") Burns started his new foundry on Clymer Street in Indiana, employing five men. In 1874, his brothers joined the firm, which took

the name "P.H. Burns & Bros." Four years later they sold out to E.P. Hildebrand, Thomas Sutton and J.H. Young, who reorganized as the "Chill Wheel & Plow Company." Production largely consisted of "chill wheels" for coal cars and farm plows. The next year the company merged with the machine shop of R.A. Young, brother of J.H. Young. Items now included the "Young and Carroll Hay Elevator" (powered by horses), the "Lytle Red Staff and Diamond Dresser," and five-horsepower steam engines.

In 1883 Thomas Sutton and his brother John bought out the other partners in the company, and with new partner Hugh M. Bell reorganized as "Sutton Brothers & Bell." Products now included the "Indiana" wagon, the "Champion" thresher, and land rollers. In 1887 the firm provided all the iron work for the new Indiana Jail, including cells, boilers, water fittings, and steam heat. In September, 1888, the firm installed a seventy-horsepower steam engine, the largest yet in the county. A new two-story building was erected the next year.

In 1899 Bell sold his interest in the foundry to Edward Sellers and the foundry changed its name to Indiana Foundry Company. The company began making cutting boxes and land rollers designed by Sellers, the new plant manager. That same year the plant declined an order from Sears, Roebuck & Company for 180,000 pounds of farm bells; this request would have filled ten railroad cars, but the company was not capable of such production, and accepted an order for one carload only.

John W. Sutton was general manager in 1904 and the plant underwent a substantial expansion. In addition to the basic foundry equipment, the complex was equipped with a complete machine shop, stocked with shapers, pipe machines, bolt cutters, cranes and windlasses, tire benders, and emery stands. Forty mechanics were employed. By 1916 the company had tripled in size, and was shipping orders to Europe, Canada, Argentina, Venezuela, the West Indies, Japan, and the Pacific Coast. The foundry was also the local agent for Haynes, Chalmers Detroit and Hudson automobiles.

Items produced at the company included stoves, farm bells, stump pullers, cast iron stable mangers, ash pit and oven doors, hitch weights, boiler grate bars, sash weights, cast washers, coal chutes, dumb bells and quoits. For the coal and coke industry, the foundry produced pit wagons, frogs, switches and turnouts, sand dryers (used in locomotives, ships, and sugar plantations) and car wheels. The Sutton Tuyere produced at the plant was highly acclaimed.

The Indiana County Foundry Company remained in business until 1942, when a gas-fired core oven caught fire and destroyed all of the patterns. Most of the main buildings have been razed, including the foundry, wash houses, sand house, and store houses; only the cleaning department, pattern shop, and blacksmith shop survive. All machinery has been removed.

Sources:

Sanborn Map Company. *Indiana, Pennsylvania*. New York: Sanborn Map Company, 1930, updated 1940.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## Metals Manufacturing

### Josephine Furnace & Coke Company: Dam

Blacklick Creek at Josephine Furnace site, Black Lick Township

USGS Quad: Bolivar (1:24000) UTM: 17/653950/4481640

Construction Date: ca. 1905

**DESCRIPTION:** Abutments and some other portions of a reinforced concrete dam are located on Black Lick Creek at the Josephine Furnace site. The dam is washed out; it stood about 8' high. A NOAA river gauging station is located on the west side.

**HISTORY:** This dam was built sometime around 1905 to provide water for the Josephine Furnace & Coke Company. The plant closed 1925-26, and the dam washed out in the 1977 flood.

#### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*. 2 volumes. Chicago: J.H. Beers & Co., 1913.

### Josephine Furnace: Engine House and Pump House

N side TR 661, 1/4 mi. E from intersection with T660, Josephine vicinity, Black Lick Township

USGS Quad: Bolivar (1:24000) UTM: 17/653950/4481800

Construction Date: ca. 1905

**DESCRIPTION:** This brick industrial building features exterior walls recessed from simple pilasters and a brick cornice. Window and door openings all have segmental relieving arches, and portal windows are centered in the upper gable ends of the structure. In the 1940s the former supply building was fitted with limestone-crushing and pulverizing machinery. At the time of the survey, this machinery had been sold to Bentley Coal Company of Blairsville and was scheduled to be removed from the building. Alterations from ca. 1940 are evident in other parts of the structure: the closure of some side windows, the reduction of the remaining windows' size, and the addition of an overhead garage door. Presently, the building exhibits average condition and integrity. It is located in the midst of an extensive salvage yard south of Josephine village. A short distance north or northeast are the exterior walls of another brick industrial building.

**HISTORY:** Built originally as a supply building for the Josephine Furnace and Coke Company, this vernacular industrial structure was part of a much larger complex of industrial buildings and structures that occupied this peninsula-like area along the Blacklick Creek. Owned by Corrigan, McKinney & Company of Ohio, the Josephine plant commenced operation in about 1905 with one furnace. A second furnace was built in 1908. At the height of operation, the plant consisted of the furnaces, railroad trestles, water treatment plant, a dam and dam intake, cisterns and several auxiliary outbuildings such as the "blow room," compressor room, a machine repair shop and supply building. The only remaining structures from the plant are this supply building, the walls for the repair shop, and some massive concrete retaining walls that rise beside the road to the northeast. Foundations of some of the buildings are still apparent.

The community of Josephine was created and primarily developed by the Josephine Furnace and Coke Company, which built over 150 houses for its workers. Privately owned homes were also built in Josephine. In Black Lick, company builders constructed two large Colonial Revival brick homes for the plant superintendent and assistant superintendent. By 1912 it employed about 1,000 men and was the major employer in the Black Lick/Josephine area. According to Alex Stewart, a Black Lick resident since 1914, the plant's furnaces "weren't efficient furnaces, but were efficient enough for their day." The fact that the plant was never modernized contributed to its shutdown in 1927. It sat vacant until a Youngstown, Ohio, firm bought the works in 1936. The majority of the remaining structures were demolished sometime after the flood of 1936. It is not known why these two buildings were not destroyed.

At the time the Josephine Furnace and Coke Company was established, both Burrell Township and the whole of Indiana County were experiencing the growth of a major new industry: large-scale coal mining. This boom fostered other industries, such as the Josephine works, and spurred the construction of many miles of railroad lines throughout the county to transport the minerals.

In recent years, Kovalchick Salvage had a rock crusher to make rock dust for mining; the plant is relatively intact, but is not in operation. Salvaged materials are now stored on the site. Maps showing the layout of the works are found in the Sanborn Map Company's insurance map of 1909. The Josephine Furnace and Coke Company was reorganized as the McKinney Steel Company, and continued operations until the mid-1920s. Most of the plant was demolished in 1936.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-BU-17, by Jayne E. Cramer, 9 April 1986.]

**Sources:**

Interview with Alex Stewart.

U.S. Geological Survey Map, Bolivar quadrangle.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*. 2 volumes. Chicago: J.H. Beers & Co., 1913.

### **Josephine Furnace & Coke Company: Loading Structure**

T 660 (Pauline Street), Josephine vicinity, Black Lick Township

USGS Quad: Bolivar (1:24000) UTM: 17/653750/4482100

Construction Date: ca. 1905

**DESCRIPTION:** Running along TR 660 (Pauline Street) between Josephine and Black Lick are high concrete retaining walls which once supported a number of hopper drop tracks which served the Josephine Furnace. The battered reinforced concrete walls are 30' high, 40' apart across the road, and run along the road for 600'. One railroad overpass is located at the north end. Other parts of the superstructure were removed long ago.

**HISTORY:** This structure once supported a sort of unloading dock or trestle. Coal and coke, and possibly ore, was transshipped here for use in the furnaces. Most of the superstructure was removed

## Metals Manufacturing

after operations ceased here in the mid-1920s. It is shown on the 1909 Sanborn Map of Black Lick.

### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## Josephine Furnace & Coke Company: "Millionaire's Row" (Company Housing)

Pauline Street, Josephine Village, Burrell Township

USGS Quad: Bolivar (1:24000) UTM: 17/653900/4482500

Construction Date: ca. 1905

**DESCRIPTION:** This row of two-and-a-half-story frame houses with Colonial Revival styling is located along the main street in the village of Josephine. Conditions range from excellent to poor. Those in the best condition have recently been rehabilitated for apartment use by the Redevelopment Authority of Indiana County. Those in average and below average condition are vacant with broken windows and are located at the northern end of the row. The rehabilitated houses exhibit good integrity; sympathetic treatment of the houses' Colonial Revival features is evident, with the exception of replacements of 8/1 and 6/1 original window sashes with single-pane counterparts. According to the rehabilitation project director, reproducing the original window design was cost prohibitive. However, richly paneled interior stairways, fireplace mantels and wood trim were restored in the houses. The asbestos siding material has existed since at least 1936, and is not considered a recent, nor major, alteration.

The entire row consists of alternating gable- and gambrel-roofed dwellings. Gable-roofed versions feature a full-width hipped-roof porch with spindle railing and column supports, double front doors with multi-paned glazing, one set of paired second-story windows, and Palladian windows situated in the upper gable end. Gambrel-roofed houses also possess full-width hipped-roof porches, but with an entry gable half-timbered with stucco and cobblestone fill. The front door is flanked by two sidelight windows (originally eight-paned), and instead of Palladian windows these houses contain a bank of four upper-gable sash windows and a tiny louvered vent. Both gable- and gambrel-roofed houses have moderate cornice returns, and on the north sides of the buildings, shed roofed dormers and ornate hooded stair landing windows. All have small rear porches. While there are no threats to the recently rehabilitated properties, the three or four vacant houses may be threatened by demolition or destruction by vandals.

**HISTORY:** Dubbed "Millionaires' Row" by local residents, this group of residences was built ca. 1906 by the McKinney Steel Company, owner of the Josephine Furnace and Coke Company. The houses were constructed for the families of the foremen and supervisors of the Josephine plant, located to the south of the village of Josephine. The Josephine Furnace and Coke Company commenced operation in about 1905. By 1912, the plant was a large facility comprised of two furnaces, beehive coke ovens, numerous support buildings, a water treatment plant, a dam and a network of railroad tracks and trestles. It employed about 1,000 men at that time. For its many workers, the company constructed over 150 worker houses immediately north of the plant. In Black Lick village, it also built two large Colonial Revival homes for the superintendent and assistant superintendent. The plant closed in 1927, and was dismantled in 1936, with the demolition of most





**Photo 31.** Josephine, northern end of "Millionaire's Row". Photo by Scott Brown.

of its structures following shortly thereafter. The workers' houses, and foremen's and superintendents' homes were then sold to private owners.

**Sources:**

FIA Flood Hazard Boundary Maps, Township of Burrell, Pennsylvania (Indiana, County), Department of Housing and Urban Development, 13 September 1913.

*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania.* Gloria Berringer, Director, 7 September 1979.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, 2 volumes. Chicago: J.H. Beers, 1913.

U.S. Geological Survey Map, Black Lick quadrangle.

### **Loop Iron Furnace**

At Loop, at the loop of Mahoning Creek, West Mahoning Township

USGS Quad: Dayton (1:24000) UTM: 17/653400/4528600

Construction Date: 1847

**DESCRIPTION:** Site of furnace may be located by archeological testing.

**HISTORY:** The Loop iron furnace was built in 1847 by Kness, Holler & Company at the "loop" of Mahoning Creek in present West Mahoning Township. The venture was evidently not successful, as the property was sold off at a sheriff's sale two years later. The site was called "Benton's



## Metals Manufacturing

Furnace" by 1856. The sheriff again sold the property in 1860 to one James Schlagel, who intended to convert the furnace (probably using the water race which powered the blowing tubs) into a grist mill. A mill is indicated on the site in 1871. No trace of the furnace was located, and the site may have been silted over by the Mahoning Creek Lake.

### Sources:

- Sharp, Myron B. and William H. Thomas. *A Guide to the Old Stone Blast Furnaces in Western Pennsylvania*. Pittsburgh: Historical Society of Western Pennsylvania, 1966.
- Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 1. Indiana, PA: A.G. Halldin, 1989.

## Marion Center Blacksmith Shop

West Park Street, Marion Center Borough

USGS Quad: Marion Center (1:24000) UTM: 17/664500/4514725

**DESCRIPTION:** Though now dilapidated and overgrown with vegetation, this building's "false front" facade and board-and-batten siding can still be detected. The one-story frame structure measures roughly 40' x 40'. It is clad with board and batten siding on sides and rear, and has a weatherboarded front. The building rests on a continuous stone foundation. The facade signifies the commercial use the building once possessed as a blacksmith shop. Although a forge undoubtedly was used in this former blacksmith building, the exterior chimney appears to have been removed. In front of the building, there is a rusting iron pump of unknown function protruding from the ground. There are no associated buildings with this structure which is located beside an Agway store somewhat removed from residential or other commercial buildings. The building's poor condition makes it vulnerable to demolition or its own collapse.

**HISTORY:** This is believed to have been Marion Center's last blacksmith shop, owned and operated by Norris E. Barr through the 1930s. While no exact construction date is known, its distance from any residential structure suggests that it may have been built to comply with a 1911 borough ordinance prohibiting smith shops, whose forge fires were suspected of causing fires, from being built within 30' of any street. There were several blacksmiths located in the Borough prior to Barr's operation. By the time Barr's shop closed, gasoline-powered automobiles and tractors had replaced horse-driven vehicles.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-BU-17, Marion Center Blacksmith Shop, by Jayne E. Cramer, 9 April 1986.]

### Sources:

- F.W. Beers. *Atlas of Indiana County, Pennsylvania*. New York: F.W. Beers, 1871.
- Stephenson, Clarence D. *Marion Center, East Mahoning: The Centennial Story*. Marion Center, PA: Mahoning Mimeograph and Pamphlet Service, 1969.

**Marshall Foundry Company: Marshall Heights (Company Housing)**

Located along T 590 south of Black Lick, Burrell Township

USGS Quad: Bolivar (1:24000) UTM: 17/653200/4480650

Construction Date: 1917

**DESCRIPTION:** Four different types of bungalow dwellings were constructed as company housing at Marshall Heights. The four types consist of (1) one-story front-gabled, (2) one-story side-gabled, (3) one-and-a-half-story cross-gable roof, and (4) hipped-roofed with integrated porch. The houses, when of masonry, are constructed of a low-grade brick. A few of the group of twenty are of frame construction. Integrity varies from average to excellent and conditions of the dwellings are good overall. Six-over-one windows appear to be the original window style, and original chimney placement can be seen on the majority of the examples. The bungalows are located along TR 590 in a linear grouping. To the northeast of the group is a smaller group of frame cubic and semi-bungalow style residences known as Marshall Terrace. Both groups are located south of the village of Black Lick. There are no apparent threats to these residences.



Photo 32. Marshall Heights, company houses. Photo by Scott Brown.

**HISTORY:** This group of bungalows was built as worker housing for the Marshall Foundry Company located north of Josephine. The foundry, according to Alex Stewart, a Black Lick resident since 1914, made ingots and cast other iron objects, and reportedly poured castings for two of the largest cannons used in World War I. The cannons were 90' long. While the small brick and frame houses were built to house workers of the foundry, the larger, slightly more stylish Marshall Terrace

## Metals Manufacturing

houses were built for the bosses and foremen of the plant. It is not known when the Marshall houses were sold individually or the date of the foundry's closing. None of the foundry's original industrial buildings are extant. These workers' houses could be restored to their original appearance.

### Sources:

FIA Flood Hazard Boundary Maps, Township of Burrell, Pennsylvania (Indiana, County), Department of Housing and Urban Development, 13 September 1974.

*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania.* Gloria Berringer, Director, 7 September 1979.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families.* 2 volumes. Chicago: J.H. Beers, 1913.

U.S. Geological Survey Map, Black Lick quadrangle.

## Saltsburg Rolling Mill

One mile north of Saltsburg, Conemaugh Township

USGS Quad: Avonmore (1:24000) UTM: 17/631350/4484600

**DESCRIPTION:** The Saltsburg Rolling Mill was located one mile north of Saltsburg at the old "Saltsburg extension." The mill originally included a number of factory buildings and structures, but today, only the office building and some piles of spoil from the tin works mark the industrial site.

The office building has been considerably altered. The small one-story frame structure has a canted corner entry with spandrel brackets with pendants; other trim has largely been covered by replacement synthetic siding. Piles of cinders and coal spoils, a few rusty rails, and some concrete footings mark the site of the former rolling mill. Archeological investigation would likely result in the retrieval of more information on the site.

**HISTORY:** The Adams Steel Company announced the proposed construction of a rolling mill at Saltsburg in 1893. Architect James L. Trees was engaged to construct three buildings: a steel mill of brick and steel construction measuring 800' x 500', an ironclad rolling mill 180' x 80', and a warehouse measuring 150' x 50'. William Moore & Sons of Saltsburg were to furnish the iron for the rolling mill structure. A one-half mile railroad siding was built to serve the plant. The plant was still under construction in 1895, but opened soon afterwards.

But the resulting facility, the Saltsburg Rolling Mill, specialized in tin and terne metal rolling, and no mention of the Adams Steel Company occurs in later accounts. The plant was equipped with four 48" diameter boilers, two furnaces, a bar mill, and an engine with a 58" flywheel. Two hundred men were employed. It shut down in 1901, but was later rehabilitated and opened again. All operations were suspended before World War I. All of the industrial structures have been removed, and only the office building survives. Some houses were constructed for employees; these are recorded separately.

Sources:

"Saltsburg Mill Moving Ahead." *Kiskiminetas Valley Press*, 13 July 1893, reprinted in *The Saltsburg Press*, Quasquicentennial Edition, 18 April 1963, Sec. 3, 2.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

**Saltsburg Rolling Mill: "Tintown" (Company Housing)**

One mile north of Saltsburg, Conemaugh Township

USGS Quad: Saltsburg/Avonmore (1:24000)

UTM: 17/631700/4484435

**DESCRIPTION:** The Saltsburg Rolling Mill was located at the confluence of Blacklick Creek and the Kiskiminetas River, a mile north of Saltsburg at what is now called "Saltsburg Extension." A dozen or so frame double houses were constructed for workers and clerks just south of the plant site on the northern spur of a small ridge. About eight of the original houses remain, in two basic types. The first type is a two-story house, roughly 40' x 30', topped by a side-gable metal roof with central flue. A stubby one-story shed porch is centered on the facade, and the two single-leaf doors to the two units open to this porch. A small one-story shed extension at the rear provides extra space, and to the back of this section is a smaller enclosed shed porch. The second house type is also two stories in height and of roughly the same dimension, but has the short end oriented toward the street and is topped by a front-gable roof. Entries open to a one-story half-hipped porch which extends across the entire front. A one-story half-hipped extension at the rear may be an enclosed porch. Some of the houses have been altered by replacement of original siding or in other ways.

**HISTORY:** The Saltsburg Rolling Mill, a tin mill, was constructed in the mid-1890s north of Saltsburg. On the ridge just south and southwest of the plant a number of houses were erected for company workers and staff. About eight of these survive, though most have been somewhat altered. The tin mill shut down by the 1910s, and all houses are now in private ownership.

Sources:

Interview with James Palmer, Saltsburg, Pennsylvania, August 1990.

### Notes: Metals Manufacturing

1. Clarence D. Stephenson, *Indiana County 175th Anniversary History*, 4 vols. (Indiana, PA: A.G. Haldin, 1978), I:195; "Nail Industry Part of Indiana," *Indiana Evening Gazette*, 8 August 1966, n.p.
2. Stephenson, *175th*, I:467; Clarence D. Stephenson, *History of Blairsville, Pennsylvania* ((Indiana, PA: A.G. Halldin, n.d.), 13.
3. Stephenson, *175th.*, I:522-23; II:141.
4. Stephenson, *175th.*, II:139-40, 204-206; 449-450; "Indiana Foundry Did Not Feel Depression," Undated clipping, Historical and Genealogical Society of Indiana County.
5. W.G. Platt, *Second Geological Survey of Pennsylvania: Report of Progress in Indiana County* (Harrisburg, PA: Board of Commissioners for the Second Geological Survey, 1878), 25.
6. Ibid., 91; Stephenson, *175th*, I:196, 517-18; J.T. Stewart, *Indiana County, Pennsylvania: Her People, Past and Present*, 2 vols. (Chicago: J.H. Beers, 1913), I:453; James M. Swank, *Introduction to a History of Ironmaking and Coal Mining in Pennsylvania* (Philadelphia: privately published, 1878), 66.

## Bulk Industries

Until the development of the coal industry, logging was Indiana County's principal industry. Timber was harvested from an early date to provide for shelter, firewood, and for such agricultural uses as fencing. In addition, much timber was cut to make charcoal to fire the early iron furnaces, and a large quantity was used by the railways, both as fuel for wood-fired steam locomotives, and for ties, bridges, and other structures. In 1857, for instance, the Pennsylvania Rail Road burned 2,000 cords of Indiana County wood and shipped another 1,000 cords to Pittsburgh. The railroad also replaced 2,000 chestnut ties with new ones of hemlock.<sup>1</sup> The coal industry also consumed much wood--for mine props, mining railways, company housing, and for other purposes.

Pine was the chief wood taken out in early years. (Hemlock was considered to be of little value until the mid-1880s, except for its bark, which was used in tanning processes.)<sup>2</sup> Large, straight pine timbers were harvested for spars, with as much as \$50 paid on the stump for suitable trees. Most of the timber cut in the northern part of the county was taken out in the form of "sticks," from 30' to 80' long and 15" to 20" square, containing from 50 to 150 cubic feet of lumber. The sticks were cut in the fall and winter, then hauled to the river, where they were lashed into "pups" or half-rafts, floated downstream below the mountain barrier, then joined into full rafts. A raft contained about 8,000 cubic feet of square timber which sold from twelve to twenty-four cents a foot.<sup>3</sup>

The West Branch of the Susquehanna was the main river thoroughfare for transporting timber, with Cherry Tree the principal point of departure. Timber was rafted east to Williamsport, Lock Haven, or Marietta to be collected at dams or giant log booms. Considerable wood could be lost when booms broke: In 1881, a boom on Two Lick Creek at Porterfield's Mill gave way, and 500,000 feet of lumber washed down. In 1889, a boom on the West Branch of the Susquehanna broke, releasing 300,000,000 feet of logs.<sup>4</sup> Nearly 650 rafts paid tolls to the Mahoning Navigation Company in 1870-71, which controlled commerce on the West Branch of the Susquehanna, and in 1874 more than 2,000 rafts were sent down the West Branch of the Susquehanna, the peak year.<sup>5</sup> Log booms were largely out of use by the 1890s.<sup>6</sup> Some timbering operations in the county were quite extensive. In Buffington Township, the Vintondale Lumber Company established the company town of "Rexis," and created its own logging railroad, the Black Lick & Yellow Creek Railroad, to haul its lumber.

As the easily accessible timber was removed, the number of saw mills operating in the county steadily declined. From a peak of seventy-four in 1840, saw mills in the county had been reduced to only thirty-two by 1860.<sup>7</sup> By the end of the nineteenth century the tracts of virgin timber in Indiana County had largely been taken out and the industry as a whole was in a decline. Finally recognizing the impact of unrestricted timber harvesting, land owners began to replant trees by the early twentieth century. In 1920 the Clearfield Bituminous Coal Corporation established a tree nursery near Clymer to provide timber for such mining uses as props, and to qualify planted areas as "farm lands" for tax purposes. In 1922 nearly 84,000 trees were planted in Indiana county by seventeen land owners.<sup>8</sup>

Indiana County industries that have been related to the timber industry have included the maple sugar, tanbark, charcoal, strawboard and tar industries. In addition, numerous planing mills and lumber yards have depended on the timber industry. More recently a Christmas tree industry has been established in Indiana County, with enthusiasts declaring this area to be the "Christmas Tree Capital of the World."



## **Bulk Industries**

Indiana County had many industries tied to the rural economy, all of which waned or disappeared all together as the county became more industrialized. They include:

### **Grist Mills**

Grist mills were among the earliest industries in Indiana County, appearing in the late eighteenth century, some decades before the county was organized. Water to power the mills is abundant in the county, and grist mills were found nearly everywhere. The first mill in the county proper was erected in the early 1770s by Joseph Decherd, on Decherd's Run. Historian J.T. Stewart, writing in 1913, called it "the first mill west of the Alleghenies."<sup>9</sup> As the nineteenth century progressed, the grist mills of Indiana County followed the same technological progression of mills in other parts of the country. The waterwheels that were used in the early part of the nineteenth century to turn the stones were gradually replaced by more efficient turbines beginning in mid-century. By the 1870s many grist mills were either wholly or partially converted to steam power. The number of mills declined rapidly during the last decades of the nineteenth century, when many of the smaller mills found themselves unable to compete with the expensive new roller mills and steam mills, and the number of mills operating in the county declined rapidly. Many mills ceased to grind wheat and switched to processing animal feed. Relatively little grain is produced in Indiana County today, and only one mill now operates on a regular schedule, the Marion Center Milling Company.

### **Textile Mills**

The earliest woolen mills in Indiana County dated to about 1800, when wool was being processed at present Blairsville and Homer City, and on Yellow Creek at "Slabtown" and in Buffington Township. By 1820 there were three carding machines in Indiana County, 277 looms, over 1,200 spinning wheels and three fulling mills. Two of the largest woolen mills in the county included the Murphy & Nickerson mill at Blairsville established in 1852, and Charles M. Lang's mill at Marion Center, which was operating in 1864. The mill at Blairsville was originally powered by a twenty-horsepower steam engine, and manufactured yarns, coverlets, jeans and other materials.<sup>10</sup> One of the last of the major woolen mills to operate in Indiana County was the Indiana Woolen Mills Company, which opened in 1892. Established by J.S. McElhoes and John A. Findley in Indiana Borough, this facility was destroyed by fire in 1900 but reopened the next year. The company manufactured blankets, and shut down after World War I. At present, few sheep are raised in the county and no woolen mills are operating.

Two companies in the county made silk products. The first of the ventures was the Schwarzenbach-Huber Silk Mill, established at Blairsville in 1918. The mill employed a number of skilled Belgians. After failing during the Depression, the factory was sold to Pittsburgh Stores Fixtures & Equipment Company in 1936. In 1937 about 100 employees were working at the plant. The Indiana Textile Mills Company in Indiana Borough was originally sponsored by the Indiana Chamber of Commerce, which raised \$150,000 to erect the mill. By 1930 as many as 120 people, divided between men and girls, were employed. The plant operated at a loss in 1934 and 1935 and was closed the next year. New owners acquired the plant and it was reopened by 1939 with seventy employees. With the

outbreak of World War II, the plant was permanently closed after the Government "froze" silk production in 1941.<sup>11</sup>

### **Dairy Industry**

Dairying was not originally an important industry in Indiana County, as there was no system for transporting milk, and the limited size of local markets discouraged substantial operations. The first commercial dairy does not appear to have been organized until 1867.<sup>12</sup> While Indiana County had numerous dairy operations, one of the most significant of these dairies was operated at Heilwood in Pine Township in conjunction with coal mining operations there. The Heilwood Dairy Company leased four hundred acres of farmland there from the Penn-Mary Coal Company and erected a large modern dairy plant in the 1910s.<sup>13</sup> The most important of the Indiana County creameries was the Marion Center Co-operative Creamery, organized in 1913, and continuing in independent operation through at least 1954.<sup>14</sup>

### **Tanneries**

Quite a number of tanneries once operated in Indiana County. These small industries tanned hides for shoe leather, saddles, harnesses, and other uses. By the middle of the nineteenth century, a number of the tanneries had begun to convert to steam power. In 1840, there were thirty-six tanneries in Indiana County employing forty-one men; by 1860, the number of tanneries had dropped to twenty, employing thirty-two men.<sup>15</sup> The tanning industry declined rapidly at the end of the nineteenth century, and by 1910, only one tannery was still in operation in the county.<sup>16</sup>

### **Breweries and Distilleries**

The brewing and distilling industries were established at an early date in Indiana County, with the 1820 census showing no less than twenty-seven distilleries producing a combined total of 18,000 gallons of whiskey for the young county.<sup>17</sup> Perhaps as many as eight of these distilleries were located near Marion Center. Twenty years later, it was evident that a shift in American drinking habits had taken place. Seven distilleries were listed in the 1840 census of industry and manufactures; they had a combined output of less than 6,000 gallons of whiskey. In 1852, only four commercial breweries and distilleries were appraised for tax purposes.<sup>18</sup> Judges sympathetic to the temperance movement had an important impact on the Indiana County beverage alcohol industry, with Judge Harry White closing down several facilities in the late-nineteenth century, and Judge Stephen J. Telford periodically closing down the large Indian Brewing Company in the early-twentieth century.<sup>19</sup> No distilleries survive in the county, and no related sites were recorded. Storage vaults for the Stadtmiller Brewery were discovered during construction on the site in 1989 and were recorded at that time by William Wolford of the Indiana County Historical and Genealogical Society; they have since been sealed.

### **Refractory Brick Works**

A number of companies in Indiana County produced refractory bricks, which were used to line furnaces and stoves, and for other uses which required fire-resistant brick or tile linings. Other refractory products included tuyeres, a sort of air duct used in iron and steel furnaces, and gas retorts. The refractories utilized quantities of fire clay, flint clay, and coal--all found in abundance in Indiana County. The Garfield Fire Clay Brick Company, established near Robinson, was the most impressive refractory brick-making area in the county. Other significant refractory brick-making facilities included the Clymer Brick and Fire Clay Company and the Blacklick Manufacturing Company, established in Burrell Township in 1869.<sup>20</sup>

### **Lime Kilns**

From an early date, lime kilns were in operation in Indiana County to provide lime for the mortar used in construction of masonry and concrete structures. Mining limestone was considerably more difficult than mining coal, because limestone extraction required high pressure drilling equipment. Most kilns were probably supplied with limestone from outcroppings, or cut or blasted from cliffs. The lime was then crushed or reduced, then burned in stone kilns. The resulting lime could be used for construction, or as agricultural lime to be added to fields.

### **Glass Industry**

One of the most important industries in Indiana County was the glass industry. The county's manufacturers made a variety of glass products in the late-nineteenth and early-twentieth centuries, including bottles, lampshades, novelty ware, plate glass, and windshields. The industry was one of the largest employers in the county, and the factories were voracious consumers of coal, natural gas, and electricity. In contrast to coal mining and other heavy industry, many skilled artisans were employed as glass blowers and artists.

Blairsville was the principal center of the county's glass industry. At least three glass factories operated here. The Clark Brothers Glass Manufacturing Plant made parts for lamps built at the company's main assembly plant in Trenton, New Jersey.<sup>21</sup> The largest glass plant in Blairsville and Indiana County was Columbia Plate Glass, whose works was located at the south end of the river bend. Organized in 1901 by W.D. Keys of Wilkesburg, Pennsylvania, the plant represented a capital investment of \$1.6 million. By 1906 the plant was pouring 3 million square feet of plate glass a year, increasing in capacity to 4 million square feet by 1921. In 1920 the factory was acquired by the Fisher Body Division of General Motors and became a part of the National Glass Company. In 1926-27 the plant was modernized and expanded at a cost of \$1.5 million, allowing annual production to increase to 7 million square feet. At the height of operations, 428 workers and eighteen supervisors were employed.<sup>22</sup> Columbia Plate Glass shut down in 1930. It was then acquired by Libby-Owens-Ford Glass, and shortly afterwards by a pair of Butler County investors, who reopened the plant in 1934. At this point, the factory manufactured colored glass for storefronts and table tops. The new owners were not successful, and went bankrupt in 1935, selling the plant to the National Glass Company. The 1936 flood extinguished all hopes of reopening. The plant was

scrapped in 1938, and the site has been severely disturbed as part of the flood zone for the Conemaugh River Lake.<sup>23</sup>

Commercial leaders in Indiana Borough combined resources in 1892 to establish a new glass plant at the county seat. The new company soon ran into difficulties, and by 1894 the debt had grown to the point that the works had to be shut down. Henry Northwood, formerly associated with the National Glass Company of Pittsburgh, purchased the plant in 1898. At this point 225 men, women and boys were employed. The plant had a ten pot furnace, but was now expanded by four day tanks. Northwood announced another expansion in 1899, but soon afterwards sold the factory to the National Glass Company. After five years, National Glass sold to a new company, the Dugan Glass Company, named for the general manager. By 1907, the company was the largest industry in Indiana Borough, with sales of \$175,000 a year. It manufactured "Diamond D" crystal, colored and opalescent glassware, vases, novelties, lamps, toilet bottles, and art glass. Other items made here included soda glasses, tumblers, wine glasses, salt and pepper shakers, molasses jugs, and cream pitchers.<sup>24</sup> In 1913 employees numbered 180 men and boys and twenty girls. The plant was sold to the Diamond Glass Company that year, and Dugan was dismissed.

Business boomed as a result of World War I, and some orders had to be refused. Business declined somewhat after the war, but the plant remained a successful concern until the Depression. A major part of the plant burned in 1931, destroying the stockroom and \$30,000 of finished stock for a total loss of more than \$100,000. The plant was not rebuilt, and the remaining buildings were razed a few years later.<sup>25</sup>

Little remains to mark the glass industry of Indiana County. None of the glass factories survive even in ruins, nor were any early bottling works or related industries located. However, many citizens have examples of the fine (and the common) work done in the county. The collection at the museum at Saltsburg is probably the most complete, with examples of bottles and other commercial work, along with glass chains, walking canes, and other "fancies" done by workers as diversions and to show off their skills. Some pieces of glass can be found around the old Columbia Plate Glass plant in the present flood control zone.

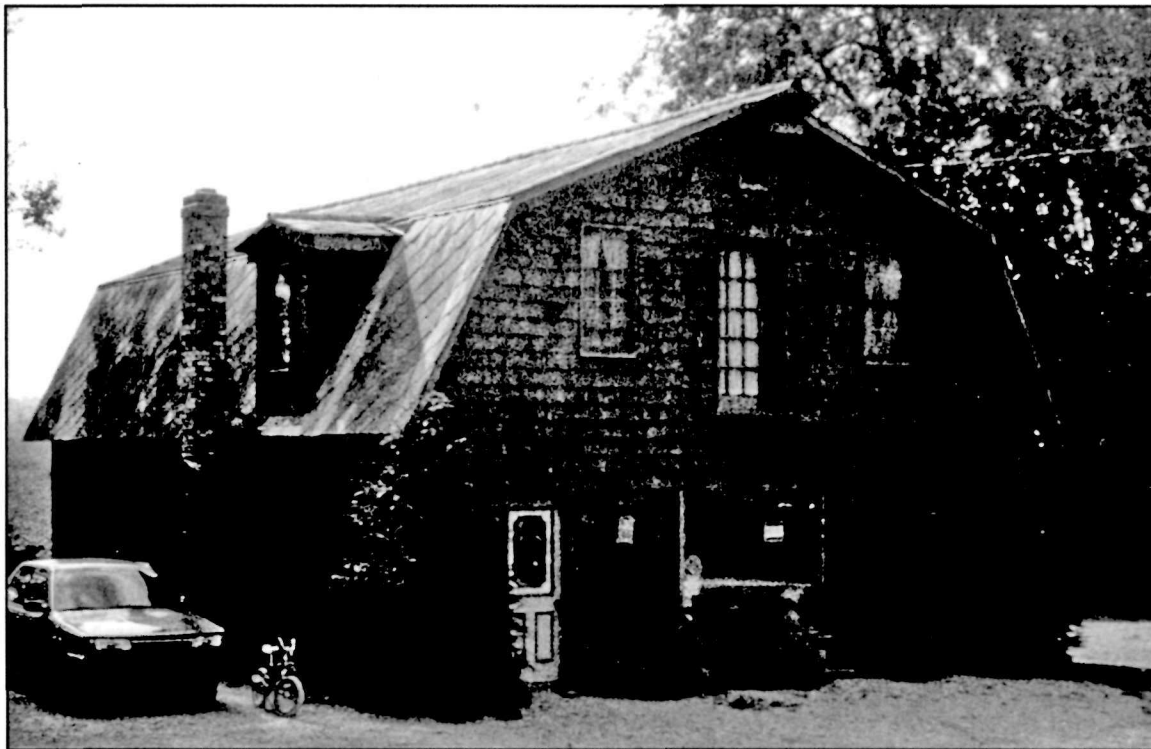
## Bulk Industries

### Mills

#### **Altemus Mill**

Pennsylvania Highway 56 in Brush Valley, Brush Valley Township  
USGS Quad: Brush Valley (1:24000) UTM: 17/663680/4489200  
Construction Date: 1853

**DESCRIPTION:** This building, constructed about 1853 as the Altemus Mill, was moved to the village of Brush Valley in the 1920s. It has been severely altered. In its present configuration, the two-story building is clad in wooden shingles, and is topped by a gambrel roof. A dormer on the southwest side originally housed a door for hauling in grain. Also present on the front at the eaves is an original wooden pulley, the only item which suggests its original function. Doors and windows have been replaced, and a store display window was installed on the front as the former mill served as a flower shop in recent years. A shed section on the southwest side, which housed the steam machinery, has been removed.



**Photo 33.** Altemus Mill, constructed in 1853, now serving as a residence. Photo by Richard Quin.

**HISTORY:** The Altemus Mill was constructed about 1820 by Adam Altemus and his son, Nicholas. The gristmill ground wheat, rye, corn and buckwheat for flour and feed. This was replaced by a more substantial mill in 1853. This overshot mill was three stories tall, constructed of stone, pine and hemlock planks. The mill had three runs of stones, of French origin, made of smaller stones fitted together and bound with an iron band. Water was provided from a dam above the mill.

Nicholas Altemus, who succeeded his father as proprietor, was killed in a fall from his horse in front of the mill in 1872. His son-in-law, Christian Weaver, then took over and was followed in 1900 by Nicholas' son, William Wolf Altemus, who replaced the overshot wheel with a turbine. The next owner was Clair McFeaters. About 1928, Charles Hileman purchased the mill and moved it piece-by-piece to Brush Valley. The mill was then converted to run on steam. At one point the mill was part of the Old Home Manor farm. Later, the property was separated. In recent years the mill building was heavily remodeled and served as a flower shop (now closed), and as a private residence.

**Sources:**

Allison, Susan K. "Altemus Grist Mill a Brush Valley Pillar." *Indiana & Jefferson News-Shopper*, 3 March 1976.

Interview with Ray Jacob, property owner, September 1990.

Ross, Elaine L. *A History of Brushvalley Township*. Brush Valley, PA: privately published, 1973.

**Bell's Mill Site**

Josephine Furnace Site, Burrell Township

USGS Quad: Bolivar (1:24000) UTM: 17/654000/4481650

Construction Date: 1838-41

**DESCRIPTION:** A dam for the Josephine Furnace was built on or near the site of the old mill. Archeological investigation may uncover vestiges of the foundations and dam from this resource, which was demolished about 1905.

**HISTORY:** Walter Bell, who owned lands on both sides of Blacklick Creek in the northern part of present Burrell Township, erected a sawmill on his property in the 1830s. With the wood it produced, he built a grist mill on Blacklick Creek, beginning in 1839, probably completing it in 1841. David Ralston laid out lots and established the small town of "Bell's Mills" in 1848.

In 1905 Corrigan, McKinney & Company purchased the property from Anna M. Guthrie. The mill and the eight houses in the village, purchased for \$40,000, were razed. The new Josephine Furnaces and a company town of 165 houses were built on the site. On the creek, at the site of the old mill, is the remains of a later dam built to provide water for the furnaces.

**Sources:**

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers, 1913.



## **Bulk Industries**

### **Brady's Mill Site**

2 miles NNW of Georgeville on Little Mahoning Creek, North Mahoning Township

USGS Quad: Marion Center (1:24000) UTM: 17/660160/4524600

Construction Date: ca. 1803

**DESCRIPTION:** This mill building has been gone for decades, but some sandstone foundation walls and penstock walls survive. Other footings are cloaked in vegetation and silt. No trace of a dam was observed. One set of French burr millstones is present on the site, and the route of the mill race can be discerned.

**HISTORY:** Brady's Mill was one of the first mills in North Mahoning Township. It was built by Hugh and Robert Brady, brothers of Indian scout Sam Brady. By 1807 another brother, William P. Brady, had the mill. It was located at the south end of a sharp loop or bend of Little Mahoning Creek, a splendid site where the mill-race cut across the small sharp bend. The mill site is now part of the grounds of the Little Mahoning Bible Camp.

#### **Sources:**

Interview with Clarence D. Stephenson, Marion Center, September 1990.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 1. Indiana, PA: A.G. Halldin, 1989.

### **Campbell's Mill Site**

SR 2016 at Blacklick Creek, 2 miles W of Black Lick, Burrell Township

USGS Quad: Bolivar (1:24000) UTM: 17/650400/4481250

Construction Date: 1820s

**DESCRIPTION:** This site has been disturbed by major floods and by siltation from the Conemaugh River Lake impoundment, and may have been destroyed by a new highway crossing of Blacklick Creek. No trace of the mill or dam was observed, although some traces of foundations likely survive.

**HISTORY:** The Campbell's Mill site was settled by Charles Campbell, a Revolutionary War general who settled in present Black Lick Township before the Revolution. The site was located at the crossing of the old Smith's State Road over Blacklick Creek four miles north of Blairsville. Campbell's Mills, which included a gristmill and saw mill, was in operation by the 1780s, and the first mill burned in 1813. Campbell's Mill was used by people in the Blairsville area until a mill was started there in 1831. A carding machine ran in conjunction with the other operations. Blacklick Creek provided sufficient water for the mill to operate most of the year. In later years, the gristmill was operated by Lytle and McKeage. The mill washed away during the St. Patrick's Day Flood in 1936 and crashed against the McCormick Bridge downstream and disintegrated.

#### **Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 1 and 2 Indiana, PA: A.G. Halldin, 1989.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

**Gamble's Mill Site**

E Branch of Richard's Run, central West Township  
 USGS Quad: New Florence (1:24000) UTM: 17/661200/4475850  
 Construction Date: 1818/44

**DESCRIPTION:** The Jacob Gamble Grist Mill, now in ruins, was one of the earliest mills in Indiana County, and one of the largest milling operations in the region. Because the mill is in ruins, it is impossible to determine its original appearance.

The dam was located a considerable distance upstream, approximately 40-50 yards. The mill race is over 100 yards long. Judging by the location of the dam and the length of the mill race, a fairly large body of water supplied power to the mill. Additional foundations, referred to on the 1871 Beers Map as the J. Gamble Homestead, are located across the road.

**HISTORY:** The original mill was built by Hugh St. Clair in 1818. Jacob Gamble, a prominent millwright who settled in West Wheatfield Township in 1827, purchased the mill in 1830 and rebuilt it in 1844. Gamble's grist mill was still in operation in 1880 when Arms and White published their *History of Indiana County, Pennsylvania*.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-WW-2, Gamble Mill, by Tracy E. Frampton and Jodie Molnar Hedrick, 8 May 1989.]

**Sources:**

Arms, C.T. and Edward White. *History of Indiana County, Penn'a, 1745-1880*. Newark, Ohio: J.A. Caldwell, 1880.  
 F.W. Beers & Co. *Atlas of Indiana Co., Pennsylvania* (New York: F.W. Beers, 1871).  
 FIA Flood Hazard Boundary Maps, Township of West Wheatfield, PA. Indiana County. Washington, D.C.: Department of Housing and Urban Development, 1975.  
*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania*. Gloria Berringer, Director, 7 September 1979.  
 Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 1. Indiana, PA: A.G. Halldin, 1989.

**Groft's Mill Site**

On Crooked Creek, 1/4 mile S of Kimmel, Rayne Township  
 USGS Quad: Ernest (1:24000) UTM: 17/657000/4508200  
 Construction Date: prior to 1871

**DESCRIPTION:** Foundation of mill remains as base of new garage. The washed-out dam and retaining dike are present along the creek, and remains of the mill race may be discerned. There are two millstones on site. The dike is in fair condition along the north side of the stream.

**HISTORY:** A mill is indicated at this site on the 1871 F.W. Beers' *Atlas of Indiana County, Pennsylvania*. Although the mill ceased operating decades ago and has been destroyed, the stone foundation of the structure remains, and now supports a ca. 1960s garage. The stone mill dam across the creek is partially intact, though the breast is washed out at the center. An earthen dike

## **Bulk Industries**

along the creek by the mill separated the mill race from the main part of the creek, and is still mostly intact. No trace of the penstock or any machinery remains, but two millstones are still on the site.

### **Sources:**

F.W. Beers & Co. *Atlas of Indiana Co., Pennsylvania*. New York: F.W. Beers, 1871.

## **Heshbon Mill Site**

At Heshbon, on Pennsylvania Highway 259, north of Blacklick Creek, Brush Valley Township

USGS Quad: New Florence (1:24000) UTM: 17/661650/4481875

Construction Date: prior to 1871

**DESCRIPTION:** While the mill itself is no longer extant, part of the mill race is still visible, and the foundation may be partially intact. Flooding on Blacklick Creek has probably destroyed any trace of a dam.

**HISTORY:** The Heshbon Grist Mill was present by 1871, as it is indicated on the F.W. Beers map of Indiana County published that year; W.B. Haskinson was listed as owner. The mill burned in the early 1900s. Robert McCormick, who had a mill on Little Brush Creek at one time, rebuilt the structure. R.V. Classon had the mill in the 1940s, by which time it had ceased to operate. The mill was torn down recently.

### **Sources:**

Ross, Elaine L. *A History of Brushvalley Township*. Brush Valley, PA: privately published, 1973.

Beers, F.W. *Atlas of Indiana Co., Pennsylvania*. New York: F.W. Beers, 1871.

## **J.L. Orr Mill and Elevator**

Water Street, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/655600/4498300

Construction Date: 1904

**DESCRIPTION:** The original 1904 section of this complex is a tall square braced-frame structure. It rests on a concrete slab and block foundation with full cellar, and is topped by a pyramidal composition shingle roof with a central cupola to house the hoisting machinery. This section is clad in vinyl siding. The mills were originally located on the first floor, with the electric motor and drive shafts located in the basement. Wooden elevators rise through the center of the structure to supply the eight grain bins above. Each of the eight wooden bins has a capacity of 850 bushels.

Attached to the south side of the structure is a concrete block addition. Extending east from the addition are low one-story additions dating from 1975. A replacement wooden loading dock extends across the east side of the elevator itself.

**HISTORY:** Situated on its original site on Water Street in Indiana Borough, the former J.L. Orr Mill and Elevator is the only recorded grain elevator in Indiana County, other than those operated in conjunction with or as a part of mills. Indeed, this complex once contained milling equipment,

but was predominantly operated as a commercial feed mill and as an elevator for the transshipment of flour on the adjacent railroad line. Cyrus A. Buckman, property owner, sold the land in 1904 to J.L. Orr, who erected the elevator in 1905. He was succeeded in 1911 by E.B. Campbell. Beginning in 1920, the Gibson Clark Company operated the enterprise; the concrete block section on the south side was added by the firm about 1939. By 1942 J. Murray Buterbaugh had acquired the mill, then for the next six years the property was tied up by the L.W.R. Blanche Thomas estate. George I. Altman had the mill and feed store from 1948 to 1965. The present owner is A. Marcoaldi, and the business is known as "Indiana Feed and Supply Company." The original 10- and 20-horsepower electric motors have been removed, but the elevator machinery and corbeled wooden grain bins remain.

**Sources:**

Information provided by A. Marcoaldi, Indiana Feed and Supply Company, Indiana, Pennsylvania, 13 September 1990.  
Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### **Keller's Mill**

US Highway 422 at Pine/Brush Valley township line, Pine Township  
USGS Quad: Strongstown (1:24000) UTM: 17/669950/4493250  
Construction Date: ca. 1824

**DESCRIPTION:** Ewing's Mill was built by Christian Keller (or Kellar), Jr., in ca. 1824. The two-and-a-half-story braced frame mill is constructed on a stone foundation, and is clad in wooden weatherboard siding. The front-gable composition roof has a "bonnet" on the front protecting the pulley for a water-powered winch (of Oliver Evans design).

The basement contains a 52-horsepower McCormick turbine which powers the mill. It receives water from a 24' penstock. The mill race and supply pond are upstream on Laurel Run. The French burr mill stones are located on the first floor. A carpenter's shop and some bolters are also located on this floor. The second floor has cleaning machines, and the attic floor has a corn sheller, bolters, and horizontal conveyors.

Among the machinery observed at the mill was the following: "The Trieur" buckwheat scourer, by the Cranston Company, "Ring" Flour Bolt Screeners, Nurdy Nenmaring Company bolters, 1880s Monarch Standard Burr Mill, Eureka Dustless Receiving Separator, by the S. Howes Company, Silver Creek, New York, Eureka Cleaning Mill, Milling Separator (made in Lyons, New York), water-powered food choppers, water-powered winch, double corn sheller by A.B. Farquar Company of York, Pennsylvania, wooden conveyors and impellers, Case scalping chest, and centrifugal buckwheat bolter, and wooden pulleys made by Limestone Pulleys of Maysville, New York.

**HISTORY:** This is the oldest surviving mill in the county. The land on which the mill was built was purchased by Keller in 1824, and the mill, together with a saw mill and distillery, were built soon afterwards. The mill had a capacity of thirty bushels of wheat a day. It served as the post office for a large neighborhood in the 1830s, with weekly mail deliveries by horseback. Keller's heirs sold the mill in 1879 to John R. Stumpf, who later sold it to one Schreckengost, who conveyed

## **Bulk Industries**

the mill to John Ewing. Ewing had the mill for forty years. It passed through other owners but remained in operation until 1954. It was restored in 1963, and was sold again in 1974, to Mr. and Mrs. William Rodgers. It is well maintained and contains an important collection of early milling machinery.

The mill was originally fitted with an internal undershot wheel. In the 1870s, this was replaced by a McCormick turbine.

### **Sources:**

"A Brief History of Ewing's Mill." Tourist handout, Ewing's Mill, Indiana County, n.d.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

## **Marion Center Milling Company**

S side Pennsylvania Highway 403 in Marion Center Borough

USGS Quad: Marion Center (1:24000) UTM: 17/664350/4514600

Construction Date: 1911

**DESCRIPTION:** The 1911 Marion Center Milling Company is a three-and-a-half-story braced timber frame structure on the southeast edge of Marion Center Borough. The main body of the mill measures roughly 80' x 40' in dimension. It rests on stone-pier and concrete-slab foundations, and is covered by a low gambrel roof. The mill is clad in asbestos-shingle siding over wooden weatherboards. A one-and-a-half-story shed section on the north side is an early addition; the shed on the south section is part of the original construction, and housed the original boiler room.

This mill, second on the spot, was at first powered by a two-cylinder Cooper & Bessemer gasoline engine, which survives. Other intact equipment includes the following: Fairbanks Standard scale, Kelly-Dixon mixers, Pearl flour packer, "Perfected Compound Drive Receiving Separator" by Wolf Company of Chambersburg, no. 1025 Middlings Purifier, Wolf no. 40 sieve, Clark Chicago Collector, much other early twentieth century equipment. The wheat flour mills, originally located on the second floor, have been removed. The third floor housed the buckwheat mills, largely intact, and the fourth floor had wooden granaries to store wheat. Molasses equipment is also present. Today, the mill is used to process animal feed.

**HISTORY:** A steam grist mill was built at Marion Center in 1854 by Peter Kinter and James Richey. The mill had two runs of burr stones. By 1858, James Midrick replaced Richey as a partner. Later owners included Thomas Duncan, Thomas & Sutton, and by 1871, Thomas & Marshall. By 1879, the name of the mill was "Marion Center Grist Mills," J.E. Fulton & Brother, proprietors. In 1883 the facility was called the "Valley Mills," with W.A. and J.H. Holt, owners. Their brand was "Capt. Holt's Common Flour," and at the time, they were running day and night to provide for workmen on the Buffalo, Rochester & Pittsburgh Railway near Punxsutawney. J.M. and W.H. Gamble acquired the mill by 1897, added two floors and two additions, replaced the machinery, and installed the roller process. Capacity now was fifty barrels a day. They were



Photo 34. Marion Center Milling Company. Photo by Richard Quin.

succeeded by Frank W. West and John Rice, who gave the firm the present name, "Marion Center Milling Company." The Gambles added a fourth floor and two additions.

The mill burned in 1911; damages were estimated at \$12,000. A new mill was constructed in 1912 with equipment from Arcanum, Ohio. Harry E. Bence purchased the mill in 1922 or 1923, and later took on Floyd Braugher as a partner. Braugher later bought out Bence, and the mill is now operated by his son, Jack Braugher. About 1959, the facility began using electric hammer mills to process feed. The mill is the oldest industrial site in Marion Center.

Sources:

Interview with Jack Braugher, Marion Center Milling Company, September 1990.

Stephenson, Clarence D. *Marion Center, East Mahoning: The Centennial Story*. Marion Center, PA: Mahoning Mimeograph and Pamphlet Service, 1969.



## Bulk Industries

### McCormick's Mill Site

At Campground Road [TR 730] crossing of Brush Creek, 1/8 mile S of Spruce Hollow Road [TR 619], Brush Valley Township  
USGS Quad: Brush Valley (1:24000) UTM: 17/666700/4487300

Construction Date: prior to 1871

**DESCRIPTION:** The site has been disrupted by a dam washout, the destruction of the mill building, and by a new metal grate township bridge (1977) on the road passing directly through the site. The mill race and foundations are present. The mill race can be traced below the road. According to workers at the Brush Valley Municipal Building, the foundations for the mill building can be seen above the road, but on a site visit in July 1990, these were hidden by intense vegetation.

**HISTORY:** Robert McCormick had a mill on this site before 1870. In 1871, it was owned by N. Altemus, who at the time also had the Altemus Mill, later relocated to Brush Valley. Little was found on this mill in local histories. The inventoried site includes the original mill site, with parts of the trace still visible, and the foundation for the mill building supposedly extant in the underbrush.

#### Sources:

Ross, Elaine L. *A History of Brushvalley Township*. Brush Valley, PA: privately published, 1973.



Photo 35. Patterson Mill. Photo by Jet Lowe.

## Patterson Mill

Water Street, Saltsburg Borough

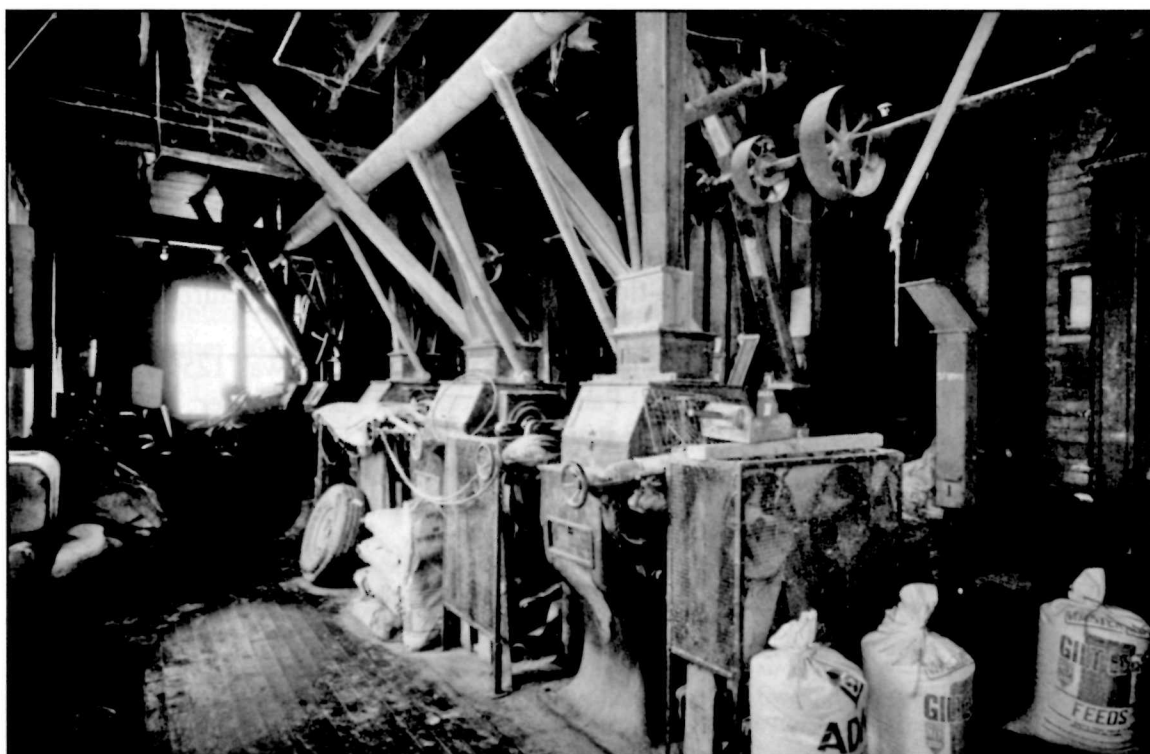
USGS Quad: Saltsburg (1:24000) UTM: 17/631200/4482450

Construction Date: 1911

**DESCRIPTION:** The Patterson Mill was built following a 1911 fire which destroyed its predecessor. Located along the Canemaugh River, this large, three-and-a-half-story timber frame mill sits on a full basement and is topped by a gable roof covered with metal.

The main block of the mill is located at the corner of Point and Water streets, and is bounded on the east side by the former railroad right-of-way. Joined to the south side are several additions, including a three-and-a-half-story 1961 corrugated metal section holding grain bins, a lower one-and-a-half-story metal-clad addition, and a gabled section at the rear. The present feed store and office dates from 1946. The roller mill equipment is from the Allis-Chalmers Company. A molasses tank at the mill came from the Tube City Brewing Company of McKeesport in the 1950s.

The older part of the mill is little altered, and contains the original Allis-Chalmers rolling mill equipment. The mill was last powered by electrical motors; before this, steam power was used. The steam engine was located in the basement and has been removed. Earlier mills on the site were water-powered; when the river is low traces of a mill dam may be seen a short distance upstream.



**Photo 36.** Patterson Mill, roller mills manufactured by Allis Chalmers (Milwaukee, Wisconsin), 1911. Photo by Jet Lowe.

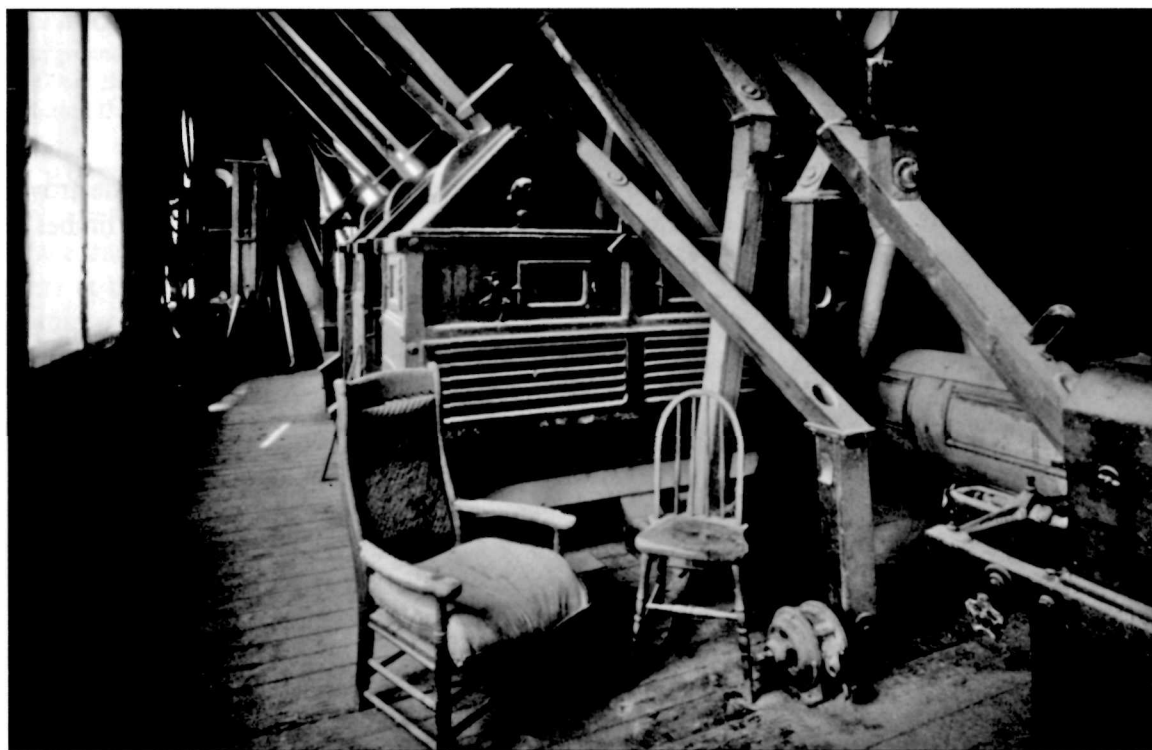


Photo 37. Patterson Mill, purifiers manufactured by Allis Chalmers (Milwaukee, Wisconsin), 1911. Photo by Jet Lowe.

HISTORY: The Patterson Milling Company at Saltsburg was organized by M.V. Patterson, who either constructed or acquired a mill on the Conemaugh River a short distance above the present mill in 1885. This mill ground 100,000 bushels of corn, rye and buckwheat annually, in addition to the production by the wheat roller mills. In 1887, this water-powered mill was being fitted for the use of steam. This building was destroyed by a fire in 1911, and the present structure was then erected.

In 1913, the capacity of the rebuilt mill, which used the roller process, was 125 barrels of flour a day. Officers of the company were H.C.W. Patterson, president and treasurer; F.P. Evans, vice-president; and J.M. Patterson, secretary. The Pattersons continued to operate the mill until 1934 or 1935, when they sold out to one Hefflinger. About 1940, the Altman family bought the mill. George Altman is the present operator.

Sources:

"Flouring Mills." Reprinted from press files of 1890, in *The Saltsburg Press*, Quasquicentennial edition, 18 April 1963, Sec. 3, 7.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

Interview with George Altman, by Gray Fitzsimons, HAER Historian, May 1987.

## **Penn Run Mill**

Pennsylvania Highway 553 in Penn Run (Greenville), Cherryhill Township  
USGS Quad: Brush Valley (1:24000) UTM: 17/667900/4497750  
Construction Date: 1885

**DESCRIPTION:** The Penn Run Feed Mill stands over three stories high. The absence of stylistic features is consistent with the utilitarian function of the building. The mill features a front-gable roof with exposed rafter ends and a hayhood, pilasters, loading dock, and a shed roof wing on the rear of the structure. The hayhood was used to hoist bulk grain and machinery to the second and third floors.

The building has excellent integrity and is in good condition. Accompanying structures include a ca. 1900 I-house and a garage. Because of its location on a flood plain, the mill is conceivably threatened by flood waters, but the still-extant breastwork would probably protect it from most floods.

**HISTORY:** The Penn Run Feed Mill, established in 1842 by John Eshelman and Sons, an important vernacular structure, but it played a significant role in the agriculture economy of the nineteenth century, when grist mills were common throughout Indiana County.

This is the second mill on the site, the original one having burned in 1885. Stewart's *Indiana County* states that the first mill was run by J.M. Barr, and was powered by water utilizing an overshot wheel. Barr sold the mill to Robert McKeoge, who in turn sold it to J.C. and Samuel Rugh, who were still operating the mill at the time of the fire. The present replacement mill was built by J.C. Rugh, Frederick Cameron, and William McFeaters. Initially powered by water as well, it was later converted to steam. McFeaters bought Cameron's interest and transferred it to William Fair. Fair later (1913) sold his share in the enterprise to John H. Lytle. The mill continued doing business well until recently.

[Information reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-CH-9, Penn Run Mill, by Tracy E. Frampton and Jodie Molnar Hedrick, 23 February 1989.]

### **Sources:**

F.W. Beers & Co. *Atlas of Indiana Co., Pennsylvania*. New York: F.W. Beers & Co., 1871.

*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania*. Gloria Berringer, Director, 7 September 1979.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

## **Bulk Industries**

### **Roaring Run Tanbark Mill**

100 yards above Conemaugh River on Roaring Run, Conemaugh Township

USGS Quad: Blairsville (1:24000) UTM: 17/640675/4481430

Construction Date: ca. 1860

**DESCRIPTION:** The ruins of a ca. 1860 tanbark mill are located approximately 25' above Roaring Run near its confluence with the Conemaugh River, and consist of a dug mill race and stone sluiceway and the stone-lined pit which housed the millstones. This was a tub mill, with a fixed bottom stone and rotating top stone powered by paddles attached to a frame around its end. All that remains of the mill itself is the stone-lined chamber in which the mill was mounted. It is canted into the earthen bank and is roughly circular in shape, with an open area below, from which the water exited after being utilized by the mill. At its tallest point, the stone walls are about 9' high. Native limestone fragments, abundant along the banks where the creek cuts sharply to join the river, were used. The stone is dry-laid, that is, no mortar was utilized. Above the chamber on the east side a stone-lined sluiceway drops from the mill race into the chamber; although silted in somewhat, the sluiceway was about 4' deep. The mill race extends northwest from the top of the sluice about 100 yards to the creek, where minor remains of the dam are visible. A little farther up was a quarry, where rock for the millstones was cut. The entire site is being reclaimed by secondary growth forest, and profuse thickets of poison ivy surround the mill. The site is located on U.S. Army Corps of Engineers property, part of the Conemaugh River Lake reservation.

**HISTORY:** This tanbark mill was probably established around 1860. Ewing's saw mill was shown on the 1871 Beers map of Indiana County about half a mile up Roaring Run from this tanbark mill. A tannery was located about a mile east towards Blairsville. Apparently, the three works formed an inter-related industrial complex. The sawmill processed logs, chiefly hemlock, for its bark, which was then brought to the tanbark mill to be ground. The ground bark was then taken to the tannery, where tannic acid was extracted to process leather. (Ground bark has a greater surface area than peeled bark, and produces a higher yield of tannins.) All of the sites were probably out of business by the 1880s.

The millstones have been relocated to the visitor area at Conemaugh Dam two miles west, and a small display there gives limited information about the mill. No information was recorded about owners of the operations.

#### **Sources:**

U.S. Army Corps of Engineers, Interpretative Display at Conemaugh Dam, Saltsburg vicinity.

Site visit with Bill Dzombak, U.S. Army Corps of Engineers, July 1990.

**Schwarzenbach-Huber Silk Mill**

Martha Street at Johnston and Morewood avenues, Blairsville Borough  
USGS Quad: Blairsville (1:24000) UTM: 17/647625/4476120  
Construction Date: 1919

**DESCRIPTION:** The Schwarzenbach-Huber Silk Mill building in Blairsville is a brick structure 400' x 100'. It is topped by a shallow gable roof with six sets of 100'-long sawtooth clerestory lights. The north facade has been altered by the 1968 addition of a long one-story shed section clad in synthetic metal vertical siding. Windows on the south side are large multi-light metal windows. Truck entrances and loading docks are located at the east and west ends, as well as on the south side. To the east and south of the plant is a large earthen levee protecting the plant from the Conemaugh River.



**Photo 38.** Schwarzenbach-Huber Silk Mill. Photo by Scott Brown.

**HISTORY:** In 1919 the Schwarzenbach-Huber Silk Mill was established in Blairsville. Schwarzenbach-Huber also operated mills in Altoona and Juniata, usually employing women, and paying them low wages for their work. A number of Belgians were also brought over to work in the mills; they lived in the east part of town and walked to work. In 1936 the mill was sold to Pittsburgh Stores Fixtures & Equipment Company, which manufactured cases, coolers, refrigerators, and other items for meat packing industries. More than 100 employees were working at this plant. In 1945 the facility was purchased by a new firm, Blairsville Machine Products, which made cigarette lighters and flashlights. During the Korean War, the company made pins for tank treads.



## Bulk Industries

Employment later reached 150. In 1948 Fours Company, maker of dresses, began operating from the site, but built its own plant the next year. Art Furniture (now Clark Metals) was also a tenant at about the same time, and also relocated.

### Sources:

Miller, Ruth, interview, Blairsville, Pennsylvania, 1 July 1990.

Sanborn Map Company. *Blairsville, Pennsylvania*. New York: Sanborn Map Company, 1929.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 1 and 2. Indiana, PA: A.G. Halldin, 1989.

## Brick Making and Concrete

### **Blairsville Concrete Products, Inc.**

100 North East Lane, Blairsville Borough

USGS Quad: Blairsville (1:24000)

UTM: 17/647480/4477300

Construction Date: ca. 1924

**DESCRIPTION:** The Blairsville Concrete Products, Inc., plant (now Blairsville Wilbert Vault Co., Inc.) was housed in a one-and-a-half and two-story concrete block structure located between East Lane, Deckert Street, Davis Alley, and the Conrail yards. The main body of the ca. 1924 structure is one-and-a-half stories in height and topped by a front-gable asphalt shingle roof. The original double-hung sash windows with 16/16 lights have been covered or boarded over in most cases. The upper floor housed a catwalk for the manager to observe his employees. To its south side is the office wing, a two-story concrete-block structure covered by a gabled shingle roof. At its southeast corner is a tall inset concrete-block chimney. Large additions were made to the southeast side of the structure in the 1960s and 1970s, as the concrete plant began to specialize in burial vaults. Operating equipment was relocated from the old structure, which is now used for

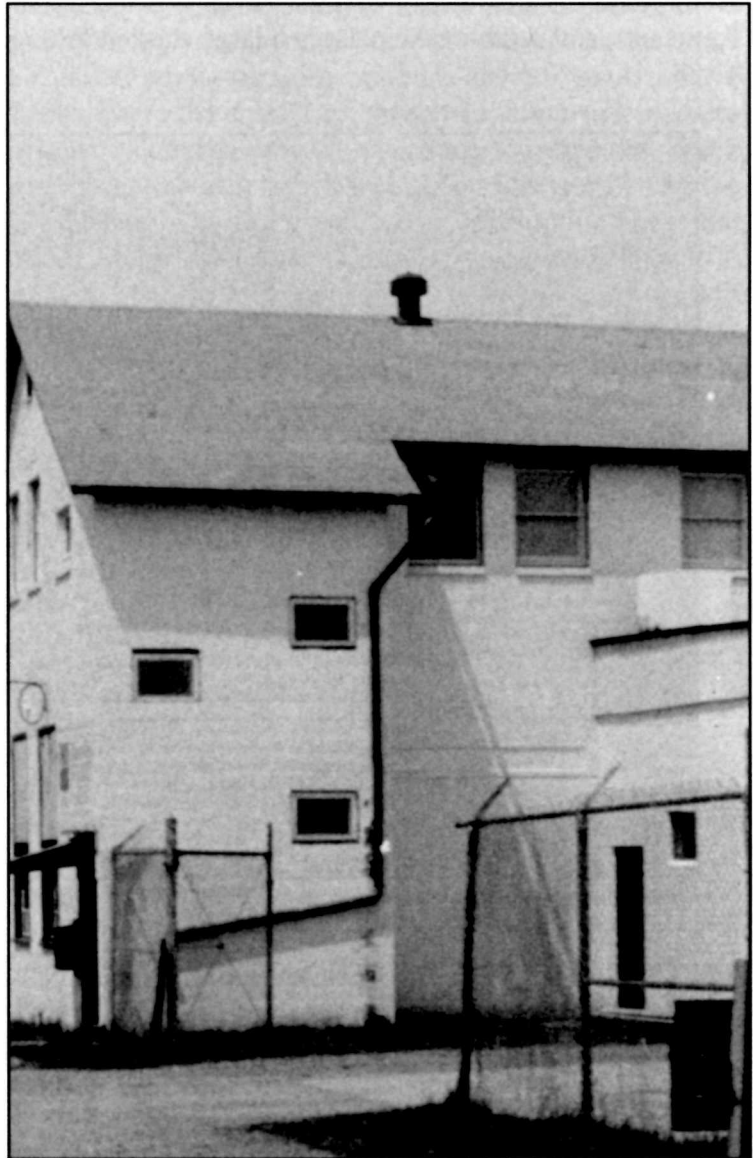


Photo 39. Blairsville Concrete Products. Photo by Richard Quin.

storage. Also on the site are foundations from the Andre Lumber Company and its successor, the G.C. Overdorff Lumber Company. Several frame lumber sheds, in poor condition, are located a little further southwest.

**HISTORY:** Blairsville Concrete Products began on the site of the old Andre Lumber Company in 1924. It made concrete castings of various types. By the 1960s the company was specializing in cast-concrete burial vaults, and soon became Blairsville Wilbert Vault Company. Today, vaults are the primary product, though concrete highway barriers and other heavy castings are occasionally made.

**Sources:**

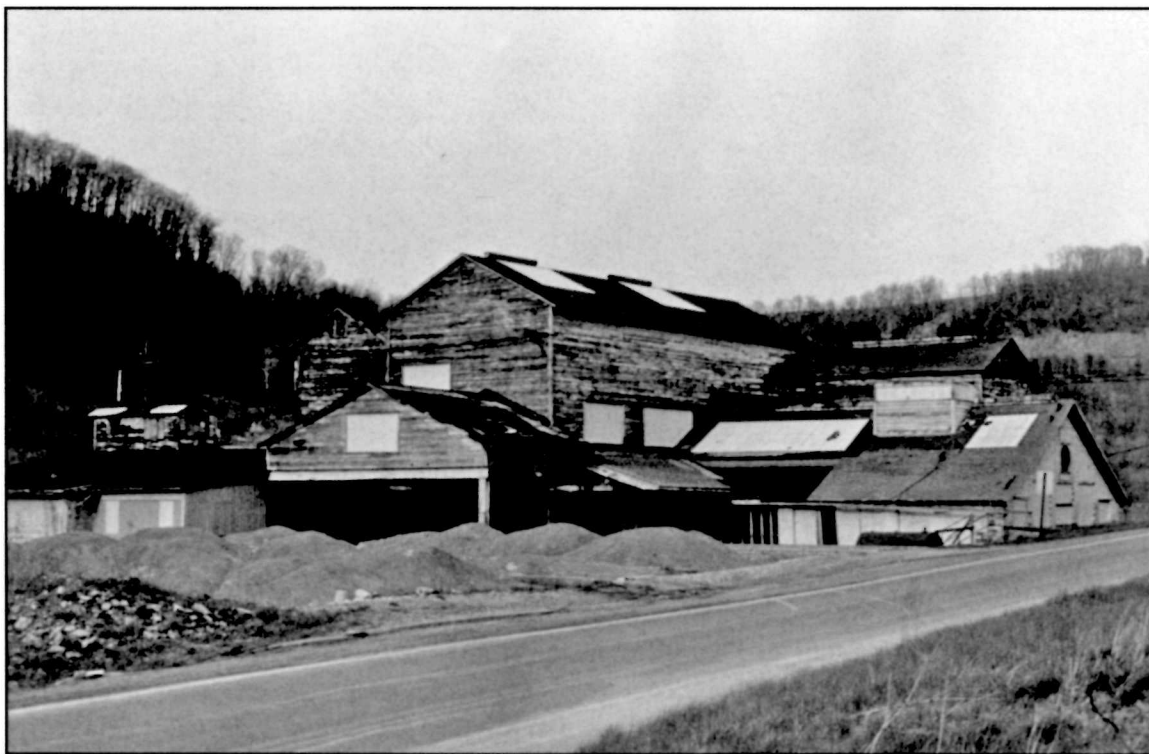
Brown, Wally, interview, Blairsville Wilbert Vault Company, Inc., Blairsville, Pennsylvania, 1 July 1990.  
Neal, Jim, interview, Blairsville Wilbert Vault Company, Inc., 1 July 1990.  
Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
\_\_\_\_\_. *History of Blairsville*. (Indiana, n.d.), 15.

**Clymer Brick and Fire Clay Company**

Pennsylvania Highway 403, immediately southeast of Clymer Borough, Cherryhill Township

USGS Quad: Commodore (1:24000) UTM: 17/669350/4504000

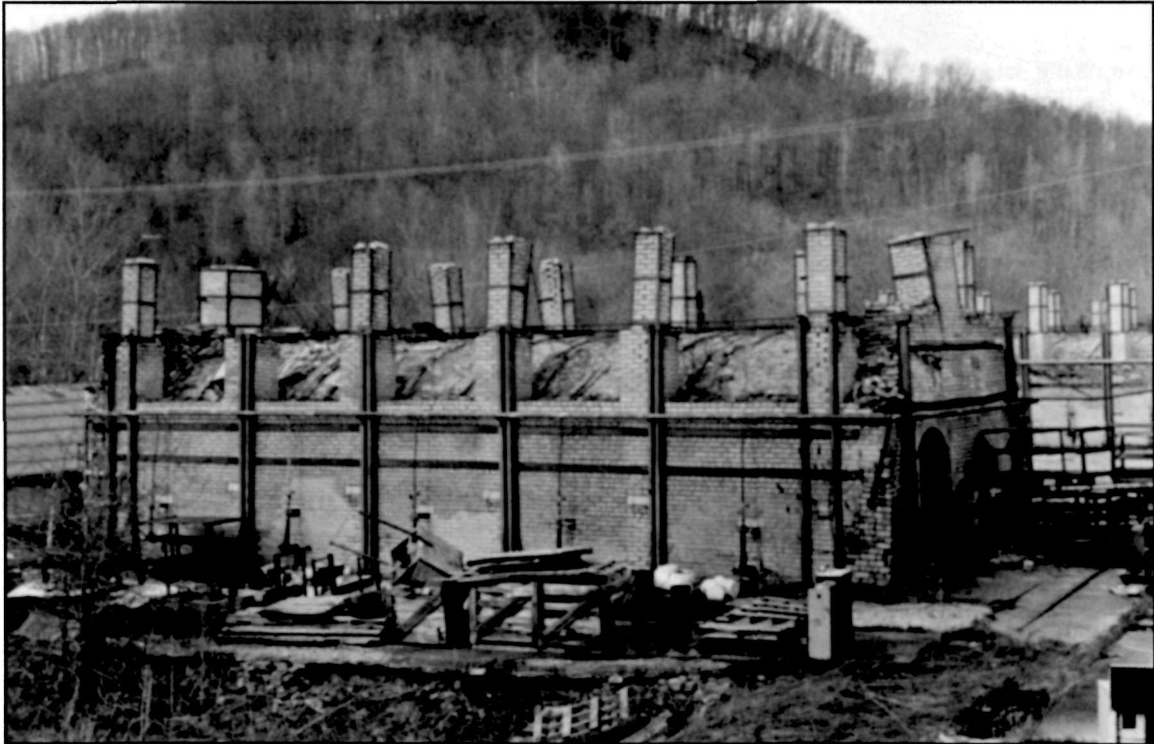
Construction Date: 1908



**Photo 40.** Clymer Brick and Fire Clay Company. Photo by Scott Brown.

## Bulk Industries

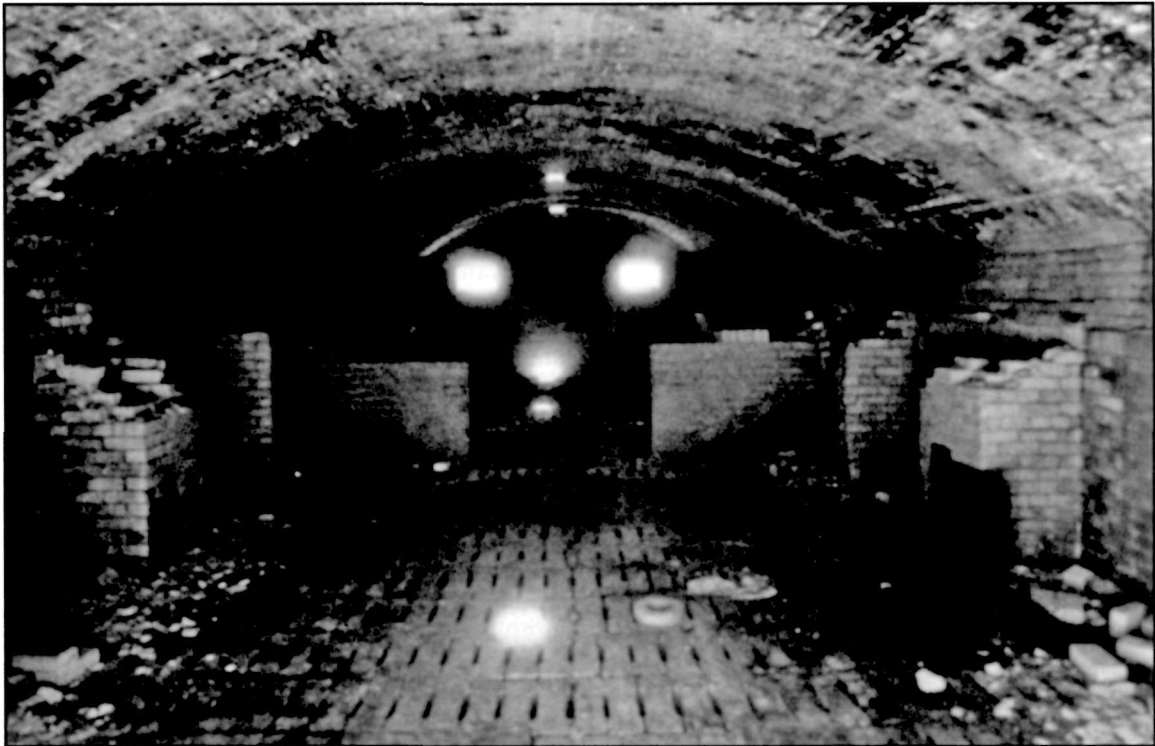
**DESCRIPTION:** This complex of brick kilns, known as Swank Refractories, is located just south of Clymer on Route 403. The brickyard, built in 1908, originally featured a power house, machinery room, waste heat dryer, stock sheds, blacksmith shop and ten rectangular down-draught kilns. The kilns themselves are approximately one story high, are made of brick with steel reinforcements, and have twelve to fourteen chimneys arranged around the sides of the structure. The kilns have an arched opening at the ends for loading and unloading the bricks. Metal carts, which were presumably used to stack the bricks, are stacked outside. The kilns, all numbered, are arranged in a row.



**Photo 41.** Clymer Brick and Fire Clay Company, typical tunnel kiln. Photo by Scott Brown.

**HISTORY:** This complex of brick kilns is historically significant for the role it played in the industrial development of Cherryhill Township and Indiana County. Brick-making at these kilns was a spin-off of the coal industry as the clay used to make the bricks was an accidental discovery at a nearby coal mine.

John S. Fisher, future governor of Pennsylvania, on a visit in 1906 to McKean Mine in Clymer, noticed a gray clay which was under the coal vein, and had a sample tested to see if the clay was suitable for bricks. The test was successful, so the Clymer Brick and Fire Clay Company was organized in 1907 with Fisher as president. The brick works were completed in 1908 and by 1910, with 103 men on the payroll, average daily output was 70,000 bricks per day. New kilns were built, which were expected to double the output.



**Photo 42.** Clymer Brick and Fire Clay Company, tunnel kiln interior. Photo by Richard Quin.

Various types of bricks were made including buff paving blocks, building bricks and radial chimney bricks. Hiram Swank and Sons later bought the brick works and operated them until 1978. Swank manufactured nozzles, tuyeres, and other refractory products. The kilns are in need of structural repair, but considering the complex's excellent integrity, the resource is restorable.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-GC-17, Swank Refractories, by Tracy E. Frampton and Jodie Molnar Hedrick, 23 February 1989.]

**Sources:**

FIA Flood Hazard Boundary Maps, Township of Cherryhill, PA. Washington, D.C.: Department of Housing and Urban Development, 24 January 1975.

*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania.* Gloria Berringer, Director, 7 September 1979.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

\_\_\_\_\_. *The Clymer-Cherryhill Story*. Indiana, PA: Park Press, 1953.

## **Bulk Industries**

### **Garfield Fire Clay Brick Company**

Between Conemaugh River and Conrail, Robinson, West Wheatfield Township

USGS Quad: Bolivar (1:24000) UTM: 17/657000/4473550

Construction Date: 1889

**DESCRIPTION:** The Robinson brick works of the Garfield Fire Clay Company has been largely demolished in the last two years, and a new sewage plant is under construction on part of the property. Only the open storage shed survives.

The brick shed is a large steel-framed open shed with a segmental-arched roof supported by wooden modified Warren trusses. The floor is a concrete slab. Some brick structures of unknown function were once located under the shed near the east end; these have been razed. The structure measures roughly 400' x 100.'

**HISTORY:** The largest of the brick works in the county was the Garfield Fire Clay Company's extensive works around Robinson, on the Conemaugh River in southern West Wheatfield Township. Brick works were established here by Elliott Robinson and a Mr. Benney in 1851. The first plant (later known as Reese-Hammond Number 2 Works) was built on the Westmoreland County side of the river at Bolivar, and the finished bricks were boated to market on the Pennsylvania Main Line Canal. Works were soon built on the Indiana County side at the site of present Robinson. In 1857 James Hammond was the manager. Hammond and his brother, Thomas, purchased the Robinson works in 1865. In 1867 Isaac Reese and John McMath became partners, and the firm was reorganized as Reese, Hammond and Company. The company began to concentrate on the production of refractory brick, and in 1898 the name was changed to the Reese-Hammond Fire Brick Company.<sup>82</sup> Some of the company's operations were across the river at Bolivar; the Indiana County brick plant (at Robinson) was the Reese-Hammond Number 4 Works.

In 1872 Robinson returned to Bolivar and formed a partnership with Thomas Lowman, J.C. Moorhead, and J.N. Hamilton. A year later, Robinson again sold his interest in the works, this time to his partner, Lowman. This venture continued only a short time, and a new consortium comprised of Robinson, his son W.I. Robinson, and the Brenizers was formed, but this joint venture failed on account of the financial panic. The Brenizers purchased the plant and operated it for two years, when Robinson & Winkle purchased the works. The plant was destroyed by fire in 1878 but was rebuilt. Murtland & Scott of Pittsburgh bought the plant in 1880, retaining W.I. Robinson as manager. The brick works burned again in 1886 and was rebuilt a second time.

In 1889, W.I. and T.J. Robinson, sons of Elliott Robinson, formed the Garfield Fire Clay Brick Company. Their new plant on the Indiana County side of the river made fire brick and other refractory products. The works was struck by lightning and burned in 1897, but was rebuilt as a three-story plant with a daily capacity of 18,000 bricks a day, increasing to 30,000 bricks daily at the turn of the century. The four kilns had a capacity of 150,000 bricks. Clay was obtained from banks to the southeast across the Pennsylvania Rail Road tracks. A new manufacturer, the United States Enameled Brick Company erected a new plant at Robinson in 1899 and 1900. The majority interest in the new \$100,000 plant was controlled by the Reese-Hammond Company.



The 1909 Sanborn Insurance Company maps show the three complete brick works at Robinson. The Reese-Hammond Brick Company #4 Works had no less than twenty-seven kilns, plus an enormous main building containing the brick factory and dryers, plus ancillary machine rooms, warehouses, and drying sheds. A tramway, which crossed the Pennsylvania Rail Road tracks on a steel trestle, connected the brick works with its captive mines to the southeast. The brick works are listed as "closed" on the map. The Garfield Fire Clay Company main works was located southeast of the Reese-Hammond #4 plant. The 1909 maps show the operating plant equipped with six kilns, mixing plant and press building, and extensive sheds.

Captive coal and fireclay mines were operated by the brick companies at Robinson, and at Climax, two miles southwest. The Garfield Fire Clay Brick Company had a subsidiary operation, the Garfield Smokeless Coal Company, operating the Garfield #1 mine at Robinson. The Reese-Hammond Brick Company operated the India Mine just south of Climax from 1911 to 1917, and may have built the brick worker houses there. Another brick manufacturer from Westmoreland County, the Bolivar Face Brick Company, had a mine at Climax from 1911 to 1917.

The 1931 Sanborn maps show that the Jos. Soisson Fire Brick Company owned the former Reese-Hammond and Bolivar Terra Cotta Brick Company plants. The old Reese-Hammond #4 Works is noted as "closed since 1924." The Bolivar Terra Cotta Brick plant was closed as well. The Garfield Fire Clay Brick Company works was not only still operating, but had been rebuilt following a 1915 fire with an added two kilns and several new outbuildings. The main part of the plant shut down in the 1930s, but some operations continued until recent years.

#### Sources:

Haffner, M.F.S. *Topographic and Geologic Atlas of Pennsylvania: A-57, New Florence Quadrangle*. Harrisburg, PA: Pennsylvania Department of Internal Affairs, 1958.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 2 and 3. Indiana, PA: A.G. Halldin, 1989.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

### **Laton Concrete Company**

100 North East Lane, Blairsville Borough

USGS Quad: Bolivar (1:24000) UTM: 17/653850/4483500

Construction Date: 1960s

**DESCRIPTION:** This concrete mixer and loading tipple dates only from the 1960s. The main mixer is of steel construction and erected on a braced steel frame. Materials are fed from an attached metal conveyor into a metal loading chamber, from which they drop into the crusher/mixer section. The concrete was then pumped into the adjacent cylindrical loading vat, which could fill concrete trucks parked below. The conveyor, which is supported by steel trestle bents, leads from a concrete-walled materials yard.

**HISTORY:** The Laton Concrete plant was established in the 1960s to provide concrete for the construction of the massive Homer City electrical generating station nearby. The plant closed in the early 1980s. The complex may be reopened soon, or will likely be salvaged.



## **Bulk Industries**

### **Sources:**

Interview with Louis Klimchak, Josephine, Pennsylvania, July 1990.

## **Robinson Company Store**

Pennsylvania Highway 259 at Conemaugh River, village of Robinson, West Wheatfield Township

USGS Quad: Bolivar (1:24000) UTM: 17/657400/4473450

Construction Date: ca. 1900s

**DESCRIPTION:** The Garfield Fire Clay Company's company store at Robinson is of buff brick construction, built on a concrete block foundation, and covered by a tin gable roof behind a front parapet. The main block is two stories in height and measures roughly 80' x 50'. The three-bay front has been quite altered by closure and changes to windows. The sides have also been changed by closure and sealing of original doors, and by construction of new wooden stoops and decks on the northeast side. The front of the building now serves as a residence and the rear as a tavern.

**HISTORY:** This store was established by the Garfield Fire Clay Company, makers of refractory and paving bricks, sometime after 1889, when W.I. Robinson and his brother, T.J. Robinson, established a brickyard at Garfield, now Robinson. The store was probably built after 1905, when the plant was expanded. A 1903 plat of the expansion of the "Town of Robinson" shows the store property as remaining in the possession of the Garfield Fire Clay Company. According to a former employee, the store closed in the 1930s, after the main part of the plant shut down.

### **Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Interview with Mable Liebold, Robinson, Pennsylvania, August 1990.

## **Timber Industries**

### **Charcoal Flats**

Charles F. Lewis Natural Area, 1 mile E on main trail, East Wheatfield Township

USGS Quad: Vintondale (1:24000) UTM: 17/671875/4474400

Construction Date: ca. 1840s

**DESCRIPTION:** The site consists of several flat, fairly open areas where charcoal was burned. Some cinders and burned rocks can be found, but there is little evidence of the original operation.

**HISTORY:** There are numerous sites in Indiana County where charcoal was burned for use in iron furnaces. The site of one such operation was observed in the Charles F. Lewis Natural Area near Cramer. Here, the wood was cut on steep slopes above Clark Run, brought to the few flat terraces, and burned. The charcoal burned on these "flats" was probably used at the Baker Furnace (Indiana Iron Works) at Cramer, one mile west.

Sources:

"Vintondale Furnace--Historical Iron Maker", in the *Nanty-Glo Journal*, 13 August 1953.

### Daugherty Planing Mill

1044-48 Philadelphia Street, Indiana Borough

USGS Quad: Indiana (1:24000)

UTM: 17/655700/4498300

Construction Date: ca. 1919

**DESCRIPTION:** The former Daugherty Planing Mill building is at least the second building which housed the former lumber yard and mill, and dates from about 1919. The large one-story brick structure is built on a stone foundation and is covered by a composition shingle monitor roof with clerestory windows. On the west side is a later addition that contains two loading bays. The building has been somewhat altered and some of the original windows have been sealed.

Behind and to the south of the building is a smaller one-story structure of pale yellow brick construction, topped by a low gabled roof. Windows on the side are double-hung sash with segmental arched tops.

**HISTORY:** A lumber mill was operating at Indiana as early as 1848. By 1856 John H. Shyrock had the enterprise, and erected a new two-story frame building on Philadelphia Street. The mill was later operated by Cochran and Woodward, followed by Coleman, Ewing and Company. James R. Daugherty joined the firm in 1866, and purchased the mill from the other partners in 1871. He sold it the next year to William Sutton, but Daugherty repurchased the firm in 1877 and operated it another eleven years. His son, William S. Daugherty, a carpenter, bought the firm in 1889. He was succeeded by his son, Hart B. Daugherty, a graduate engineer of Lehigh University.

According to Clarence Stephenson, equipment at the mill in 1904 included "a matcher, surfacer, turning lathe, band saw, three rip saws, two moulding machines, two tenoners, one mortising machine, one boring machine, one dado machine, one sander, a panel raiser, a 40-horsepower boiler and engine with a first-class dry kiln."

The mill cut lumber to size and manufactured buggies and wagons, coffins, weatherboards, handles, doors, sashes, moldings and brackets. The plant was destroyed by fire in 1918. The mill was rebuilt as the present brick structure, and currently houses Penstan Supply Company.

Sources:

"Daugherty's Planing Mill." Unidentified newspaper clipping, Historical and Genealogical Society of Indiana County files.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

## **Bulk Industries**

### **Indiana Lumber and Supply Company**

Oak Street at Tenth, Indiana Borough

USGS Quad: Indiana (1:24000)

UTM: 17/655975/4498650

Construction Date: 1905

**DESCRIPTION:** Only two buildings survive from the sizable Indiana Lumber Company complex. A former storage building on the north side of Oak Street has been heavily remodeled and now houses the Indiana Senior Citizens Action Center. The two-story structure is of frame construction, measures 125' x 25', is clad in replacement synthetic siding, and has new offices and interior spaces provided in the old storage space. Across Oak Street, the former No. 11 Lumber Shed also survives. It is a smaller one-story frame structure, measuring 100' x 25', and topped by a hipped french-lap shingle roof. A concrete block section is joined to the east side. The structure is presently used for storage.

**HISTORY:** The Indiana Lumber and Supply Company was chartered in 1903. Major D.W. Simpson was one of the main founders and operators. Twenty men were employed in 1913. The complex grew to include a planing mill, six lumber sheds, warehouses, and a mixed-concrete plant. Smaller sheds stored lime and cement. The mill furnished millwork for the Pittsburgher Hotel, the auditorium at the Indiana State College, luxury homes on Long Island, and a broadcasting studio in California.

In 1975, the company sold all of its assets to the Berwind Corporation of Philadelphia, which operated under the name of Buchanan's Building Supply Centers. Today, only the two surveyed buildings survive from the business.

#### **Sources:**

"Indiana Lumber Company Sold." *Indiana Evening Gazette*, 2 July 1975.

"Indiana Lumber in 60th Year." *Indiana Evening Gazette*, 15 October 1963.

Sanborn Map Company. *Indiana, Pennsylvania*. New York: Sanborn Map Company, 1930.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

### **Nupp Lumber Company**

At "Lovejoy", 1/2 mile north of Starford, Green Township

USGS Quad: Commodore (1:24000)

UTM: 17/672400/4508100

Construction Date: 1960s

**DESCRIPTION:** The abandoned Nupp Lumber Yard at Starford consists of two wooden buildings constructed in the 1950s or 1960s, replacing the original structure(s) on the site. The main building is of frame construction, and measures roughly 250' x 125'. The central section, topped by a low gable roof, is the original section of the structure; shed wings are located on the southeast and southwest sides. Behind the structure is a later lumber shed, holding two levels of boards and materials, topped by a shed roof with a shorter pent across the front; access to the shed is by sliding track doors.

**HISTORY:** This lumber yard at Starford was started in the 1930s by partners Nupp and Bee. Before World War II, they dissolved their partnership, but during the war, Nupp resumed the business. In 1942, a lumber shed (no longer extant) was constructed from surplus ammunition boxes. The present structures were both built after the war. The lumber yard is presently out of business and the buildings have been abandoned.

**Sources:**

Interview with Eugene Lockhard, Starford, Pennsylvania, September 1990.

**Rafters' Memorial**

Pennsylvania Highway 580, 1/10 mi. W. of West Fork Susquehanna River, Cherry Tree Borough  
USGS Quad: Barnesboro (1:24000) UTM: 17/685270/4510400  
Construction Date: 1955

**DESCRIPTION:** The Rafters' Memorial is a rectangular granite block, about 5' high and 3' wide, resting on a 1'-high granite base. The inscription reads:

All people that on Earth do dwell  
Speak Softly--Tread Lightly  
To Honor the Raftsmen--The Loggers  
Their Mothers and Wives  
Of Penns Woods  
Carry On

It is signed "R.D.T." (for R. Dudley Tonkin) and dated 1955. The monument is located in a small park between the West Fork of the Susquehanna River and Pennsylvania Highway 580.

**HISTORY:** Lumbering was the major industry of Indiana County in its first century, and remained the most important one in parts of the northern section into the twentieth century. In the early days of the industry the forests along the river in Banks Township were cut and the timber was rafted down the Susquehanna River. After these forests were depleted, wood was floated down the creeks to the river, and then were rafted south. The industry was already declining by the late-nineteenth century, however, and in 1896, the last six commercial half-rafts left Cherry Tree. The rafts, which were later joined as three full rafts, held together about 25,000 cubic feet of timber. One smashed against a railroad bridge at Mahaffey, killing one of the raftsmen.

The "Last Raft," built to commemorate the logging industry and the raftsmen, left McGee's Mills below Cherry Tree in March of 1938. The pinned 51-log white pine raft was roughly 112' x 30' in dimension, with a small cabin on board and outhouse at the rear. It began its journey on March 14, but on the 20th struck a pier of the railroad bridge near Muncy. All but one of the forty-eight passengers were thrown into the icy river, and seven drowned. The raft did reach the saw mill at Harrisburg five days later, but rafting of logs was then halted on the river. In 1955 R. Dudley Tonkin erected at his own expense the Rafters' Memorial to the loggers and raftsmen who once plied the river.

## Bulk Industries

### Sources:

Interview with Joseph Tonkin, Cherry Tree, Pennsylvania, September 1990.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 2 and 3. Indiana, PA: A.G. Halldin, 1989.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

## Vinton Lumber Company: Blacklick and Yellow Creek Railroad

Pine and Buffington townships

USGS Quad: Colver (1:24000)

UTM: 17/680025/4495400

Construction Date: 1904

**DESCRIPTION:** The former Blacklick and Yellow Creek Railroad, now Cambria & Indiana Railroad, built a short line in the extreme eastern part of Indiana County, on the Cambria County line in Pine and Buffington townships. Approximately seven miles of track remains intact, and other portions of former right-of-way can be seen around Rexis and Heilwood. Much trackage has been removed in recent years. That portion extending north from the junction with the former Pennsylvania Rail Road (later Conrail) at Vintondale to White Mill Crossing in Cambria County was abandoned after Conrail removed the upper part of its Blacklick Creek branch following the 1977 flood. Another spur south of Heilwood was taken out after mining operations ceased in that area. Some trackage is intact in the area east of Heilwood, but this line appears not to have been used for some time. Such trackage is formed of short steel rails, joined with bolted "fish-plates," indicating that the rails themselves probably date from before World War II.

**HISTORY:** The Blacklick and Yellow Creek Railroad was incorporated by the Vinton Lumber Company in 1904 as a consolidation of its lumbering railroad lines, which it used for transporting lumber. Vinton Lumber ceased operations in 1907, but the rail line continued in use. In 1908 the line was extended to Heilwood, and passenger service began between Burns in Pine Township and Rexis in Buffington. The rail line was acquired in 1910 by the Coleman and Weaver Company to ship coal, and by 1911 the line had been renamed the Cambria & Indiana Railroad, and the tracks extended nine miles northwest to Manver. The short line ran coal from Coleman and Weaver mines at Colver and Heilwood to the Pennsylvania Railroad at Vintondale. In 1977, the railroad was purchased by Bethlehem Steel Corporation.

### Sources:

Fitzsimons, G. Gray, editor. *Blair County and Cambria County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites*. Washington, D.C.: Historic American Buildings Survey/Historic American Engineering Record-National Park Service, 1990.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## Miscellaneous Industries

### **Abner Kelly Tannery**

North side of Pennsylvania Highway 156, between U.S. Rt. 422 and Water Street (Old U.S. 422) Shelocta Borough  
 USGS Quad: Elderton (1:24000) UTM: 17/643460/4501700  
 Construction Date: ca. 1830s

**DESCRIPTION:** Although the date of this building's construction is unknown, it incorporates early nineteenth-century construction features. Evident from the exterior are 1-1/4"-inch thick matched planking. Inside, hand-hewn support beams, surprisingly massive for the size of the building, are brought together at hewn joints secured by wooden pegs. The frame rests on large wooden beams and a fieldstone foundation. The condition of the building is poor, largely due to sagging and deterioration that has occurred on the east side, making the building vulnerable to collapse or demolition. While the building is largely intact, a sliding garage door and other roofing materials have been added over the years. Window openings may have been added at some point also. Inside, some hewn-and-pegged joints have been reinforced by nails. The outbuilding is located between two residential properties. Across the street to the south is a beer distributorship, and to the east of the residences are other commercial properties. Although the present owner has no intention of demolishing the structure, it may collapse if not repaired.

**HISTORY:** Local histories state that Abner Kelly, an early Shelocta settler who built a log house to the immediate northwest of this outbuilding, also established a tannery in 1833, one of twenty-six tanneries in Indiana County noted in the 1840 census. Beers' *Atlas* of 1871 depicts the tannery outbuilding, owned by H.P. Kelly, as located very near this outbuilding to the east. Smaller associated buildings were rarely recorded on *Atlas* maps, consequently, this and other auxiliary outbuildings in the tanyard were not depicted. Commonly, more than one building was used to house the many processes of leather curing, dying and shaping. Storage facilities for the large vats and for the tree bark, which was used to dye the leather, were also required. This outbuilding's hewn-and-pegged joint construction, typical of early-to-mid-nineteenth century building methods, is consistent with tannery operations. Its location near the tannery, race, and other related outbuildings that were known to exist situated it in the midst of the tanyard. The main tannery building has been demolished for new house construction, and in 1961 Abner Kelly's log house was sold and reconstructed in Indiana. Traces of the race can still be seen on the property, however, this resource is the last remaining structure related to Kelly's early tannery operation, although it is not known what function, specifically, the building served. The tannery was water-powered until about 1876, when it was converted to steam.

#### Sources:

- F.W. Beers & Company. *Atlas of Indiana County, Pennsylvania*. New York: F.W. Beers & Co., 1871.
- FIA Flood Hazard Boundary Map H01, Shelocta Borough, PA. Washington, D.C.: Department of Housing and Urban Development, 1974, revised edition 1976.
- Frampton, Tracy Edwin and Jodie Molnar Hedrick. Pennsylvania Historical Resource Survey Form 063-WH-18. Pennsylvania Historical & Museum Commission, Bureau for Historical Preservation, Harrisburg. Copies at Indiana County Office of Planning and Development, Indiana, Pennsylvania.
- Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 1. Indiana: A.G. Halldin, 1989).



## **Bulk Industries**

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families.* v. 1. Chicago: J.H. Beers & Co., 1913.  
Welsch, Marion B., ed. "Memories of Shelocta." Typed MSS, 1968.

## **Fee and Thomas Battery Factory**

Main Street, Glen Campbell Borough

USGS Quad: Burnside (1:24000)

UTM: 17/683050/4521100

Construction Date: 1960s

**DESCRIPTION:** The former Fee and Thomas Battery Factory was located in a converted garage on the main street in Glen Campbell Borough. The one-and-a-half-story building is a tile-block structure measuring roughly 70' x 45'. It is constructed on a coursed ashlar stone foundation and is topped by a front-gable composition shingle roof. A large track door is located at the center of the main facade. Windows are double-hung sash with 2/2 lights; most have been sealed. In 1948, a one-story garage section was added to the southwest side; this addition contains two garage bays and an office section.

**HISTORY:** This building was originally built in 1921 for Clair Steffey by Fred Hoover and D. Billings, who then rented the structure from Steffey and operated a garage here. Within a few years, Tom Fees and Harry Thomas leased the building and established a small factory to manufacture automotive batteries. They assembled the batteries from pre-manufactured parts and filled them with acid at the factory. The business failed within a few years. In 1933, the property was purchased by Weldin C. Austin, who operated another garage here. A two-bay garage addition was added in 1948. In 1971 the property was sold to Joseph Peles, and is now a hardware store and service station.

### **Sources:**

Interview with Weldin C. Austin, Glen Campbell Borough, September 1990.

## **Germany Lime Kilns**

Pennsylvania Highway 259 at Germany, West Wheatfield Township

USGS Quad: New Florence (1:24000)

UTM: 17/659700/4475950

**DESCRIPTION:** Some traces of one lime kiln, including piled stone and a cut out section of bank, are apparent. A second kiln was located nearby, but no above-ground traces were located.

**HISTORY:** No trace was located of this structure during a visit in August 1990, although remains may be cloaked in the surrounding vegetation. About a third of a mile north, above the west bank of the West Fork of Richard's Run, some ruins of a second lime kiln can be discerned. Old timers in the neighborhood do not remember the kilns in operation, but had heard of their existence. Mr. Raymond Clawson, who lives two miles southeast, states that a black bear wintered over in 1989 at the second kiln.

Sources:

Interview with Raymond Clawson, August 1990.

### **Greiner Baking Company**

Klondike Street, between 10th and 11th streets, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/655675/4498400

Construction Date: ca. 1912

**DESCRIPTION:** This small building once served as an annex for the Greiner Baking Company. The one-and-a-half-story building is of tile-block construction and is topped by a shallow gabled composition shingle roof. A one-story concrete-block shed addition is joined to the east side. Roll-up doors are located on the south side. Some of the original windows have been sealed.

**HISTORY:** A number of small industries were housed in this building at different times, including the Greiner Baking Company, which used the structure for storage. This company was organized in 1909, and was first located at 248 North Fourth St. After moving to Foundry Avenue, it relocated to the former Indian Brewing Company in 1941. The small annex on Klondike Street was also used by Greiner at about this time. Greiner Baking Company employed ninety-five employees in 1957, and had total sales that year of \$962,000. The company closed in 1960 and the works were sold to Marhoefer Baking Company. The annex building later housed the Brookville Glove Company, Indiana Sportswear Company, and Elwood City Shorts. The present occupant is Industrial Chemical Supplies.

Sources:

"Industries Cement Indiana's Economy, Prosperity." *Indiana Evening Gazette*, 8 August 1966.

Interview with Evelyn Booth, Historical and Genealogical Society of Indiana County, 12 September 1990.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Hallidin, 1989.

### **Indian Brewing Company**

CSXT RR Between Oak and Chestnut streets, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/655600/4498700

Construction Date: 1904

**DESCRIPTION:** The Indian Brewery building is an example of the Romanesque Revival style which was most often used for churches and other large buildings. Although this example was built in 1904, the style enjoyed its greatest popularity between 1840 and 1900.

Salient features include the corbeled table along the cornice, the square tower or parapet, and the castellated roof trim. Other Romanesque Revival features are the monochromatic brick exterior, archivolt trim around arched windows, string course and impost course.

The brewery is located on the west side of the railroad tracks between Chestnut and Oak streets, in an area zoned as M-1 for manufacturing. Since it was vacated in 1960, the building has deteriorated greatly, and the roof has collapsed. Despite the deteriorated condition, the building was determined

## Bulk Industries

to be structurally sound by engineering consultants. The resource lacks original integrity since a rear wing and smokestack have recently been razed. An insignificant vernacular industrial building and a building in ruins are the only other brewery resources.

**HISTORY:** The old Indiana Brewery, one of the early industries of the borough, was surveyed not only because of its historical significance, but also because it is one of the very few examples of the Romanesque Revival style in Indiana. In 1903, a charter was drawn up by the Shyrock Hill Brewing Company. Construction began on the brewery in 1904; Bollinger Brothers of Chicago was the contractor. In 1905, a wholesaler's license was granted, the name changed to Indian Brewing Company, and production of lager beer began.

The temperance and prohibition movements, which were very strong in Indiana County, had a very dramatic effect on production. Judge Stephen J. Telford, who had granted the original license, periodically shut down production. In 1908 Judge Telford refused to renew a license,

and only limited production continued under a restrictive state license. In 1909, the State Supreme Court overturned Telford and a concurring Superior Court decision by a 4-3 vote. Then in 1914, Judge Telford, who emphasized the fact that twenty-four of the twenty-seven agents of the brewery had foreign names, again denied a license. The plant was idle for nearly two years until a new judge, Judge Langham, granted a license in 1916. The advent of national prohibition in 1920 put the brewery out of business. It was revived again as the Penn-Indian Brewing Company, and closed permanently in June 1939 due to financial problems.

The Greiner Baking Company moved into the brewery in 1941 and operated until 1960. Since then, the building has been vacant and has deteriorated substantially. Despite its poor appearance, the

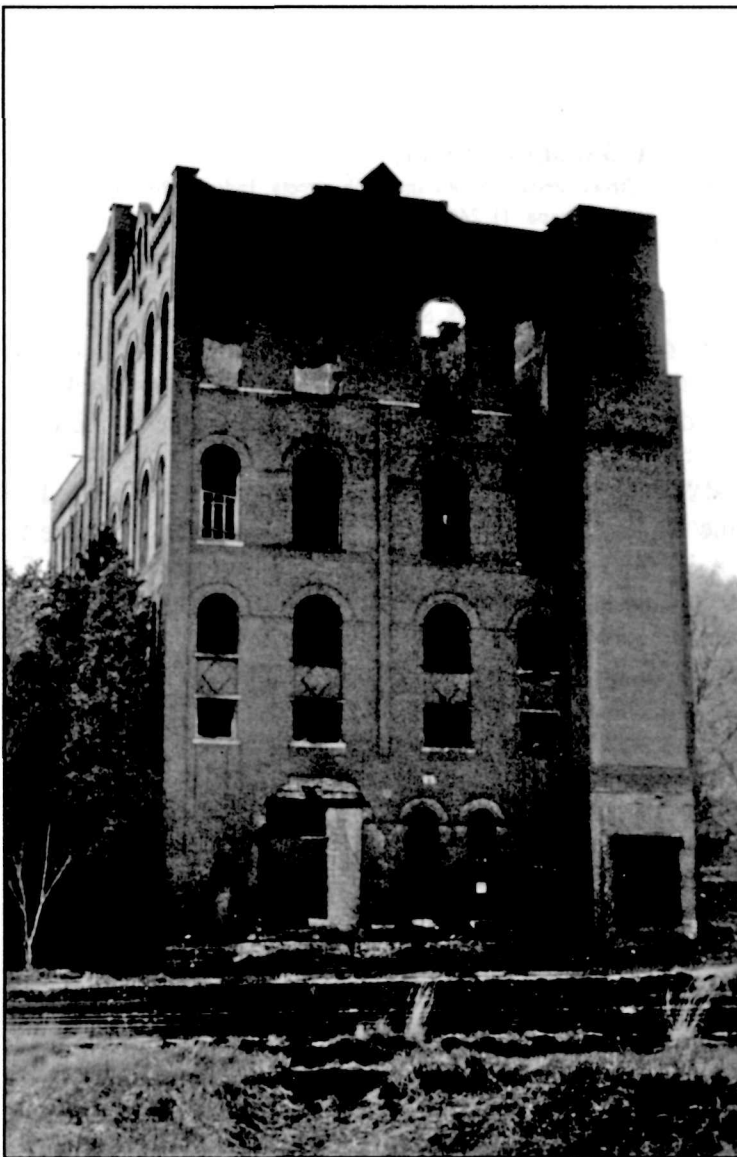


Photo 43. Indian Brewing Company. Photo by Scott Brown.

building appears to be structurally sound. A survey conducted in 1985 by Pat O'Bannon of OK Properties, a former employee of the Pennsylvania Historical & Museum Commission, stated that

the brewery is historically significant and therefore eligible for listing in the National Register of Historic Places.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-IN-20, Indian Brewing Company, by Tracy E. Frampton and Jodie Molnar Hedrick, 26 November 1988.]

**Sources:**

FIA Flood Hazard Boundary Maps, Borough of Indiana, PA. Washington, D.C.: Department of Housing and Urban Development, 10 December 1976.

Howard, Connie, editor. *Bicentennial Edition--History of Indiana County*. Indiana, PA: Indiana County Bicentennial Activities, 1976.

O'Bannon, Patrick. "Indiana Borough--Building Inventory of OK Properties." MSS.

*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania*. Gloria Berringer, Director, 7 September 1979.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Tax-type map, prepared by the Indiana County Office of Planning and Development, n.d. Zoning District Map, Indiana Borough, Pennsylvania. Ordinance 722, Adopted 3 September 1963. Revised by Lorenzi, Dodds and Gunnill, Inc., Pittsburgh, August 1971.

## **Indiana Provision Company**

1035 Water Street, Indiana Borough

USGS Quad: Indiana (1:24000)

UTM: 17/655725/4498500

Construction Date: 1905

**DESCRIPTION:** The former Storage Ice & Supply Company building is a large brick structure, three stories in height, measuring 200' x 70', with a one-story side addition which originally housed a cold storage section. The building is constructed upon a coursed ashlar stone foundation and is topped by shallow-gabled built-up roof behind a low brick parapet. Windows for the most part are double-hung with 6/6 lights; those on the third floor are topped by quintuple arch radiating brick voussoirs, while those on the second floor are topped by jack arches or flat radiating voussoirs. Loading doors on the main level are paired and of diagonal wooden batten construction. Stables and a "spraze," or aerating spray pond, once were located on the property, but are no longer extant. Also gone is a 1905 smokestack that was 150' high.

**HISTORY:** The Indiana Electric Company, organized in 1891, and the Indiana Cold Storage Company merged in 1905 to form the Indiana Provision Company. This new company, which was capitalized with \$175,000, built a large brick plant on Water Street adjacent to the Buffalo, Rochester & Pittsburgh Railway tracks that same year. It housed a cold storage and electrical light plant. In 1905 a 150'-high smokestack, tallest in the county at the time, was completed. Electrical generating equipment included three boilers with an aggregate of 1,000-horsepower, 600-horsepower engines and dynamos, and 200-horsepower ice and refrigeration equipment. In 1912, the property was purchased by the Johnstown Sanitary Dairy Company, which used it for an ice plant, cold storage,

## Bulk Industries

and for the manufacture of ice cream. In the summer of 1913, the plant handled 100,000 pounds of butter, 120,000 dozen eggs, 10,000 bushels of apples, 25,000 gallons of cream, and 21,000 tons of ice. The company was succeeded by Storage Ice & Supply Company about 1930; in July of that year Storage installed new ice cream-making equipment capable of producing twenty gallons in six to eight minutes. The ice cream was sold under the label "Sisco." At the same time, the rear of the building was occupied by the Associated Gas and Electric Company, formerly Penn Public Service Company. The building now houses Indiana Wholesale Company.

### Sources:

- "Industries Cement Indiana's Economy, Prosperity." *Indiana Evening Gazette*, 8 August 1966.  
Sanborn Map Company. *Indiana, Pennsylvania*. New York: Sanborn Map Company, 1930.  
Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers, 1913.

## J. Wells Buggy Factory

North Manor Street at Main Street (Pennsylvania Highway 403), Marion Center Borough  
USGS Quad: Marion Center (1:24000) UTM: 17/664680/4514850  
Construction Date: ca. 1869

**DESCRIPTION:** This small frame structure on Manor Street in Marion Center Borough apparently housed a buggy factory. The structure is of tile block construction, resting on a stone foundation. The front has been covered in synthetic brick siding, and features double-leaf wooden doors at center, flanked by paired 2/2-light double-hung sash windows. The gabled shingle roof is hidden in part behind a false front parapet.

**HISTORY:** John J. Wells began building carriages in Marion Center in 1869. At first, he employed three men, later adding a fourth. His enterprise continued to the end of the nineteenth century, as it was listed in the *Interior Business Directory* published by the *Marion Center Independent* in 1897. Marion Center had at least one earlier carriage shop, operated by William Brown, but no trace of this business was identified. The former Wells buggy factory became a garage in later years, and is now used for storage.

### Sources:

- Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
\_\_\_\_\_. *Marion Center, East Mahoning: The Centennial Story*. Marion Center, PA: Mahoning Mimeograph and Pamphlet Service, 1969.

## M.E. Brown & Brothers Abattoir and Packing House

Liberty Street at South Alley, Blairsville Borough  
USGS Quad: Blairsville (1:24000) UTM: 17/647000/4476650  
Construction Date: ca. 1870s

**DESCRIPTION:** The Brown Brothers Packing House was built in several stages. The oldest part, which may date from the 1870s, contained the slaughterhouse, smokehouse, a cooler, office and



**Photo 44.** M.E. Brown & Brothers Abattoir and Packing House. Photo by Richard Quin.

packing rooms. In 1903, a cold storage section and ice plant were added, and by 1909 the plant also had a sausage factory and lard rendering facility. The present structure has been severely altered and now serves as a college dormitory. All original machinery has been removed. The main part is a one-and-a-half-story brick section, eight bays by three, and topped by an asphalt side-gable roof. To the north side is the pre-1909 addition which once contained the sausage factory; this part has been enclosed in synthetic siding and is severely altered; it is topped by a low flat roof. The section containing the freezing tanks has been removed. The building now serves as a college dormitory.

**HISTORY:** M.E. Brown & Bros. Abattoir and Packing House was organized at Blairsville about 1872. In 1903 the plant was expanded, adding a cold storage section (this is the main part of the surviving structure). Foundations were also being laid at the same time for a two-story ice plant addition. By 1909 construction of the ice plant was complete, and other additions had been made, including freezing tanks, a sausage factory, lard-rendering facility, and engine room. Fuel was coal, and the factory had gas and electric lights. In 1913 the plant had thirteen employees. M.E. Brown was a Burgess of Blairsville 1884-1888, 1900-03, and 1909-14. He was postmaster from 1914 to 1922, and was Democratic candidate for state treasurer in 1897.

**Sources:**

- Sanborn Map Company. *Blairsville, Pennsylvania*. New York: Sanborn Map Company, 1903, 1909, 1915, 1929 series.  
 Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
 Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers, 1913.



## Bulk Industries

### Marion Center Co-operative Creamery

Northeast side South Manor Street (PA 403), Marion Center Borough  
USGS Quad: Marion Center (1:24000) UTM: 17/664425/4515575  
Construction Date: 1913

**DESCRIPTION:** The Marion Center Co-operative Creamery building exhibits a barn-like appearance with centered cupola. This design is consistent with its agricultural function of producing bottled milk and churned butter, in addition to its retail use. The South Manor Street entrance, whose door has been altered, once featured a saw-tooth design on the visor roof. Part of the design remains on the east side. Barely readable on the northeast gable end are the painted words "1913 Marion Center Co-operative Creamery Company." In its conversion to storage use in 1954, some alterations, such as garage door placements and window boarding, were executed. Despite concrete foundation reinforcements, the wood and roof portions of the building have been gradually deteriorating. The current owner may sell the building and the surrounding property. The creamery building is also threatened by its location on a flood plain. In a mixed environment of residential, agricultural and commercial-use land and buildings, this structure is located directly southeast of the Marion Center Milling Company.

**HISTORY:** During the nineteenth century, when Marion Center was a thriving local trade center, a group of businessmen organized Marion Center's first creamery. This facility, constructed in 1888 at the junction of the Decker's Point and Rochester Mills roads, had a "daily capacity of twelve tons of milk, producing 2,000 pounds of butter," according to Clarence Stephenson's Marion Center history. It offered eggs, poultry and game for sale. The first creamery closed in 1900, and burned four years later, destroying many paintings belonging to Linton Park, who was using the building as a studio at that time. It was not until 1913 that the Marion Center Co-operative Creamery Company was formed. Construction by the H.W. Bell Company provided the new company with the present creamery building at a cost of \$5,400. The creamery operated until 1954, when it was sold to the Sanitary Dairy Company of Johnstown, Pennsylvania. During its operation the creamery provided employment for several local men as well as a means of sale and distribution of products from the surrounding dairy farmers. Like the nearby flour mill, the creamery illustrates Marion Center's close ties to the rural economy. The Borough provided a major focal point for the buying and selling of goods in East Mahoning Township. The one-and-a-half-story front main section has largely been razed to provide for additional right-of-way for Pennsylvania Highway 403. Today, a one-story shed section, clad in part in new siding, is all that survives of the creamery.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-MC-04, Marion Center Co-operative Creamery, by Jayne E. Cramer, 5 October 1984.]

#### Sources:

Interview with property owner.

Stephenson, Clarence D. *Marion Center, East Mahoning: The Centennial Story*. Marion Center, PA: Mahoning Mimeograph and Pamphlet Service, 1969.

**Prairie State Incubator Company**

Pennsylvania Highway 56, Homer City Borough

USGS Quad: Indiana (1:24000) UTM: 17/655400/4488900

Construction Date: ca. 1911

**DESCRIPTION:** The present FMC plant at Homer City originated as the Prairie State Incubator Company. As it exists today, it is much enlarged and altered. The present structure is irregular in shape, with the main one-story section measuring roughly 300' x 200' in dimension. The reinforced concrete frame structure has standard concrete curtain walls, and is topped by a galvanized iron gable truss roof. Access to the site was denied.

The historic section of the old plant consists of a main front section, with three projecting gabled sections of increasing length extending from the south or rear side. According to the 1910 Sanborn map, the incubator factory had offices, assembling and painting rooms in the front section, the shear and press room in the short projecting wing, warehouse and shipping in the central wing, and the main manufacturing section in the 300' long wing section. Miscellaneous lumber sheds, a machine shop, and boiler room no longer exist. FMC Corporation remodeled the original front section in recent years, and original windows in the factory section have been sealed in many cases.

The Pennsylvania Rail Road Indiana Branch line originally served the plant, but the line has been dismantled.

**HISTORY:** The incubator for hatching chicks was developed by James L. Nix in Illinois sometime before 1886. In October of the following year, he relocated to Homer City, Pennsylvania, and opened his first factory with partners Albert F. Cooper and S.W. Guthrie. Two fires struck this plant, in 1892 and 1911, but operations continued and expanded. In 1896 forty men were employed, and the plant planned to hire ten more. In June 1903 an order for thirty-three rail cars of incubators--5,100 in all, valued at \$71,000--was received; these were destined for shipment to Europe. The company advertised by mail, sending 25,000 catalogs in 1909 alone. Following the second fire, the company built a fireproof structure. It also maintained an annex on Church Street by 1917 (no longer extant). The new plant employed 150 people.

Prairie State was idle for two years starting in 1925. In 1930, the Iler Electrical Manufacturing Company took over the plant for a pattern and die shop. The 1930 Sanborn maps indicate that Iler installed a foundry in one of the former machine shops. Iler failed as well, and in 1937 Homer Electric and Manufacturing Company purchased the facility and began making floodlights and related equipment. The new company sold half of the plant to Synton, Inc. in May of that year. Between 1937 and 1941, Synton expanded the plant by 20,000 square feet. Synton became a part of Link-Belt Company in 1955, and in 1967 was absorbed by FMC Corporation. Today the building, heavily altered, houses FMC's Homer City plant, makers of the Detroit Power Screwdriver.

**Sources:**

Sanborn Map Company. *Homer City, Pennsylvania*. New York: Sanborn Map Company, 1910, 1917, 1930.

Sinclair, John. "It All Started With an Idea--And a \$500 Check Helped." *Indiana Evening Gazette*, 24 July 1971.

## Bulk Industries

Sipos, Frank. "History Behind Homer City Plant." Unidentified newspaper clipping, Historical and Genealogical Society of Indiana County files.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### Rugg Cigar Factory

135 West Market Street, Blairsville Borough

USGS Quad: Blairsville (1:24000)

UTM: 17/647700/4477075

Construction Date: ca. 1840s

**DESCRIPTION:** The former Rugg Cigar Factory is a large braced frame irregular plan structure, two stories in height, and topped by a complex gabled and hipped roof system. The building has been much altered. In its current configuration, it has been covered with concrete blocks, synthetic stone, and aluminum siding. No trace of its original storefront survives. The present structure measures 57' x 42', with one-story additions projecting from the rear. The box cornice is 21'-6" above the street, and the gable eaves 27' above. Although the 1840s building is one of the oldest industrial resources in Blairsville, it bears little resemblance to its historic appearance.



**Photo 45.** Former Rugg Cigar Factory. Photo by Richard Quin.

**HISTORY:** Joseph Rugg began making cigars in Blairsville about 1843, operating his factory and store out of a section of his home. He employed several persons and did an extensive business. In the year beginning 1 May 1865 his company made over 182,400 cigars, and paid taxes of \$1,800. Joseph Rugg's brother Charles took over the concern in 1870, and was followed by his own son,

Joseph, by the early twentieth century. The business continued in operation until 1925. The building now houses administrative offices for Vale Technical Institute, a training school, and has been severely altered.

**Sources:**

Stephenson, Clarence D. *History of Blairsville, Pennsylvania*. Indiana, PA: A.G. Halldin, 1989.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers, 1913.

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- 1.A.J. Musser, "Coal and the New York Central Railroad Company: Some Activities of the Clearfield Bituminous Coal Corporation and the New York Central Railroad Company," *The Explosive Engineer*, v. 22 (March-April 1944), 75.
- 2.J.T. Stewart, *Indiana County, Pennsylvania: Her People, Past and Present*, 2 vols. (Chicago: J.H. Beers, 1913), I:546-47.
- 3.Ibid., I:546-47.
- 4.Clarence D. Stephenson, *Indiana County 175th Anniversary History*, 4 vols. (Indiana, PA: A.G. Haldin, 1978-1989), II:135-36.
- 5.Ibid., II:134-35; IV:370.
- 6.Ibid., I:212; II:135, 239.
- 7.Ibid., I:211, 527.
- 8.Ibid., II:463.
- 9.Stewart, I:567.
- 10.F.W. Beers and Company, *Atlas of Indiana County, Pennsylvania* (New York: F.W. Beers, 1871), White Township; Stewart, I:494-95, 544-45, 526; Stephenson, II:538, II:151-52, 155n, 217; Clarence D. Stephenson, *History of Blairsville, Pennsylvania* (Indiana, PA: A.G. Halldin, n.d.), 12-13; Sanborn Map Company, *Blairsville, Pennsylvania* (New York: Sanborn Map Company, 1887, 1892.)
- 11.Stephenson, *175th*, II:451, 550; "Silk Mill Taken for War Orders," Undated clipping, Historical and Genealogical Society of Indiana County files.
- 12.Stephenson, *175th*, II:128-29.
- 13.Stewart, I:554-56, 573.
- 14.J.T. Stewart, *Marion Center, East Mahoning: The Centennial Story* (Marion Center, PA: Mahoning Mimeograph and Pamphlet Service, 1969.)
- 15.Stephenson, *175th*, I:213, 528.
- 16."Industries Cement Indiana's Economy," *Indiana Evening Gazette*, 8 August 1966, E-4; Stephenson, *175th*, II:144; Beers, *Atlas*, Indiana Borough.
- 17.Stephenson, *175th*, I:197.
- 18.Stephenson, I:199, 538.

19. "Industries Cement Indiana's Economy," E-4.; Stephenson, *175th*, II:145, 211, 365, 468, 514-16; Penn-Indiana Brewing Company advertisement, *The Patriot*, 17 November 1934.
20. Stewart, I:456; Stephenson, *175th*, II:143.
21. Jeff Himler, "Blairsville Once a Major Glassmaking Center," (Blairsville) *The Dispatch*, 13 December 1986, 1.
22. Himler, 2-3; Sanborn Insurance Map, *Blairsville, Pennsylvania*, 1929 series.
23. Himler, 2-3.
24. Mack Thomas, "A Brief History of the Indiana, Northwood, National and Diamond Glass Companies," Typed MSS, n.d., Historical and Genealogical Society of Indiana County Collection, 2; Clarence D. Stephenson, "Glass Plant Flourished as Top Industry in Area," *Indiana Gazette*, 28 July 1984; "From our Indiana County History," *Indiana Magazine*, October 1985, 7; Stephenson, *175th*, 213-15.
25. Stephenson, "Glass Plant;" Stephenson, *175th*, II:215, 476, III:471-73; Thomas, 3; Stewart, I:418.
26. "Garfield--A Brick Manufacturing Center," *Indiana County Gazette*, 30 August 1899, reprinted in Stephenson, III:298.
27. Quoted in Stephenson, *175th*, II:220-21.



## Utilities

### Waterworks

Indiana County is favorably situated near water sources, fronting on three sizeable rivers (the Conemaugh, Kiskiminetas, and Susquehanna) and numerous perennial streams. Until the latter part of the nineteenth century, all water was taken directly from streams, springs, cisterns or private wells. Some parts of the county, however, including the county seat, are removed from suitable natural water supplies. In addition, the quality of water in the rivers and many creeks has seriously deteriorated since the late-nineteenth century due to pollution, most of which has been caused by acid run-off from coal mines. Therefore, providing potable water to the county's communities has at times been difficult.

Seven public wells, each equipped with a hand pump, provided water for Blairsville through the 1860s. The municipal water system was installed in 1873. The first waterworks consisted of a pumping station on the Conemaugh River, a 60' diameter reservoir on Alum Bank Hill, and roughly two-and-a-half miles of water mains. Unfortunately, water was being drawn from the river at a time when its quality was severely declining due to pollution, and in 1913 wells were driven at the foot of Morewood Avenue and a new pumping plant and reservoir were built nearby. When the wells silted in and could not serve the town adequately, water rights were secured for Hillside Run, across the river in Derry Township, Westmoreland County. Water from the Hillside source was turned into Blairsville's mains in 1926, the same year the state condemned the water in the Conemaugh River as unfit.<sup>83</sup>

The municipal water supply for Indiana Borough began as an attempt to drill for gas near West Indiana in 1884. Although no gas was discovered, "an apparent abundance of splendid water was encountered." The Clymer Water Company of Indiana and the Clymer Water Company of West Indiana were organized to exploit this resource, and the first system, completed in 1887, consisted of two boiler iron tanks, five and a half miles of cast-iron mains, and sixty-eight fire hydrants. Seven wells were in use by 1898. By 1913, the system had grown to eighteen miles of mains and ninety fire hydrants.<sup>84</sup> In 1907 a 3 million gallon open reservoir was built on McHenry Hill (Gompers Hill) east of Indiana, and a new filtration and chemical treatment plant was added to the Two Lick waterworks. Later, the corporation was renamed the Clymer Water Service Company. It eventually was purchased by the Northeast Water Company, which operated systems across the northeast. In 1936 the system was acquired by the American Water Works Company. Its local affiliate, the Pennsylvania-American Water Company, provides service today.<sup>85</sup>

Saltsburg Borough was providing water from wells to its citizens by the early twentieth century.<sup>86</sup> Water was pumped from a well at the waterworks to a reservoir on the hill above the town. The well used at the pumping station went salty in recent decades, and water is now taken from the Conemaugh River.

The Penelec Water Company was established in 1920, and had water reservoirs on Findley's Run and on Big Spring Run and Sugar Run in Westmoreland County. The water was mainly intended for the Seward generating station, but also provided for customers at Seward and the surrounding area. In 1944 the name was changed to Nineveh Water Company. In 1987 the electrical company divested itself of the water system, selling it to Central Penn Water Supply Company. Nineveh

## Utilities

Water System, now providing the water for Seward Generating Station, kept the old reservoir on Findley Run.<sup>5</sup>

Many of the mining towns had company-owned water systems. These were often substandard, and when coal companies sold off the towns in the latter part of the twentieth century, residents faced severe water quality problems. In some communities, coal wastes had filtered into the water supply from boney piles and coal dumps, and run-off from abandoned mines was an even more serious problem. In the late 1960s and early 1970s, a number of the small systems were operated by Nick Kovalchick, who owned many of the former coal company towns. In 1973, four of these were sold to the Indiana County Municipal Services Authority (ICMSA), which had been formed in 1973 to improve rural water quality. By 1974 ICMSA was providing service to eleven communities.<sup>6</sup> Some areas were still not served by public water systems in the 1970s. In 1973, the planning commission found twenty-four towns with a population of 100 or more that had no water service.<sup>7</sup>

## Electricity

The first use of electrical power in Indiana County appears to have been part of Dr. James L. Thayer's "Great Show," which played in three locations in the county in 1880. "The Wonderful Electric Light" was advertised as a main draw. The Welsh & Sands Circus came to town at the end of the month, with its own \$30,000 electrical system, described as a 60-horsepower motor, 40-horsepower steam boiler, and "many miles" of copper cable. The Park & Lytle Store at Marion Center was noted as having two electric lights in a December 1885 issue of the *Marion Independent*. These may have been battery-powered.<sup>8</sup>

In 1890 the Blairsville Illuminating Company (later the Citizens' Light, Heat & Power Company) put an electrical system into operation. The power plant consisted of two small generators driven by steam engines.<sup>9</sup> Also in 1890 an electrical generating plant was established in Indiana Borough by the Indiana Electric Company. The plant was remodeled in 1895, and another boiler and two more engines and dynamos were added. In 1905, the company merged with the Indiana Cold Storage and Ice Company, and the resulting business was named the "Indiana Provision Company."<sup>10</sup> The newly formed company immediately built a new power plant, with the new plant's three boilers rated at a combined 1,000 horsepower. In 1912 the Penn Public Service Company, a subsidiary of the Pennsylvania Electric Company, purchased Indiana Provision, Johnstown Citizens' Light, Heat & Power, and numerous other small systems in Pennsylvania.<sup>11</sup>

The Saltsburg Electric Company was incorporated in 1911, with some of the funding advanced by the West Penn Traction Company. The West Penn Traction Company merged with a number of other companies to form the West Penn Power Company in 1916. Later, the Saltsburg station served as a part of the Kiski District of the West Penn.<sup>12</sup>

Many communities were served by small local power companies, such as Giant Electric Light, Heat & Power (serving Glen Campbell, Burnside, Arcadia, Gipsy, Smithport and Cherry Tree), and Clearfield Light, Heat & Power (serving Clymer, Dixonville, Idamar, Lovejoy, Starford and Shanktown). Electricity was slow in reaching other parts of the county. Creekside, Chambersville,

and Penn Run were not serviced until 1926. During the Depression the Rural Electrification Administration provided power to some rural parts of the county, and in 1937 the REA set up the Southwest Central Rural Electric Co-operative Association to construct and administer 121 miles of electrical lines in Indiana County. Today, the system has more than 2,000 miles of lines in Indiana and two neighboring counties.<sup>13</sup>

Four large mine-mouth electrical generating stations have been significant in the county's industrial history. Penn Public Service Company's 1919 electrical generating station at Seward was once the largest mine-mouth power plant in the country.<sup>14</sup> It remains in service. In 1964 the construction of the mammoth Keystone Generating Station just across the county line in Armstrong County marked the beginning of another coal boom in the area. Two more stations were built in Indiana County itself, Homer City (1965-69) and Conemaugh (1966-70). These enormous plants are major consumers of area coal, and are the most expensive and complex industrial facilities in the county.

### **Manufactured Gas**

In 1871 J.H. Miller established a gas works and pipeline in Indiana Borough to manufacture and distribute gas made from crude oil. By 1875 average daily consumption on the system was 8,000 cubic feet (at a rate to customers of \$2.25 per thousand), and the line had been extended to Indiana Normal School. In 1888 the price of the gas was reduced to \$1.50 per thousand cubic feet, and a new McKay-Critchlow gas producer was installed to increase the production of gas, enlarging the works' capacity to 60,000 cubic feet per day. The increased use of native natural gas adversely impacted the manufactured gas industry, however, and the works were closed about 1891. The tank and buildings were torn down in 1905.<sup>15</sup> For information on natural gas production in Indiana County, see the Extractive Industries section.

### **Telephones**

The first experimentation with the new technology of telephones in Indiana County began at Blairsville in 1878, when several private lines were constructed between a few stores and local residences. A long-distance line between Curwensville and Cherry Tree was put up in 1881, and by the mid-1880s a proliferation of private, incompatible lines and miniature networks had created such chaos that efforts were made to establish integrated telephone systems. In 1887, the Indiana Telephone Company (ITC) was organized and constructed a line connecting Indiana and Marion Center. ITC began extending service to other area towns, and by 1890 twenty-one towns had ITC telephone service.<sup>16</sup>

In 1891 the Indiana Borough Council granted the Central District and Printing Telegraph Company the franchise to establish a local telephone exchange. The CD&PT was affiliated with the Bell Telephone System, and utilized its new monopoly to impede the Indiana Telephone Company from setting up a separate local exchange. In 1892 the CD&PT connected the Indiana network with its main long-distance line, giving access to major cities across the country. Three years later the ITC set up its own long-distance system connected with other independent exchanges. By 1900 ITC had

## Utilities

350 subscribers and 220 miles of telephone line, with fairly complete connections to points across the county and beyond. Six hundred phones were connected to the ITC system by 1904.<sup>99</sup>

A third system, the Farmers Telephone Company of Indiana, Armstrong, and Jefferson Counties, was organized in 1902 to compete with the ITC and the CD&PT. The new company was a cooperative concern in which farmers provided their own poles and handsets, the company furnished the wire, and maintenance was provided by subscribers. By 1905 the Farmers system was interconnected with the ITC system, although Farmers Telephone maintained its own independent system until 1960, when Bell took over.<sup>100</sup> In 1927 Bell acquired the ITC system, now called the American Union Telephone Company, as well as the Blairsville Telephone Company. Numerous other small, local systems were absorbed by Bell in the decades that followed.<sup>101</sup>

## Dams

Various government entities and a variety of private enterprises built dams in Indiana County to assure adequate supplies of water. The Clymer Water Company dam on Two Lick Creek provides water for the Borough of Indiana, supplemented by a small reservoir on Ramsey Run. Another dam, across Yellow Creek at Homer City, was built by the Rochester & Pittsburgh Coal & Iron Company to provide water for the town of Homer City and for the electrical powerhouse at the company's Lucerne mines. Cummings Dam, north of Ernest, was built by the Buffalo, Rochester & Pittsburgh Railway between 1908 and 1912 to supply water for its steam locomotives, and Penn Public constructed a timber-frame dam across the Conemaugh River near Seward to provide water for its electrical generating plant. The Works Progress Administration constructed a series of overflow dams during the Depression as relief projects, including three dams built in 1938 on Little Mahoning Creek. The massive Conemaugh River Dam project near Saltsburg was not built until 1953. Clearance of the reservoir area and project easements required the abandonment of many Indiana County river communities, and eradicated traces of many significant industrial sites in the Blairsville area.

**Bell Telephone Company: Blairsville Exchange**

80 South Stewart Street, Blairsville Borough

Construction Date: ca. 1927-28

**DESCRIPTION:** The Bell Telephone Company Building is a two-story brick building, five bays by two. It rests on a random coursed ashlar stone foundation, with glass blocks giving light to the basement. Construction is of brick laid in common bond and accented by a stone water table and patterned panels laid out in raised brick and concrete patterning. The tripartite windows are double-hung with 3/1 lights, topped by three-light transoms. The double-leaf entry is centered on the main facade. The roof is concealed behind patterned brick parapets with concrete copings. The building was vacated by the telephone company in the 1960s and all original machinery was removed. It now serves as professional offices.



**Photo 46.** Bell Telephone Company: Blairsville Exchange. Photo by Richard Quin.

**HISTORY:** The first telephone transmission in Indiana County was at Blairsville, in May 1878, when phone lines were strung between several places. By June, the number of private lines had proliferated, and the resulting "system" was rather chaotic. In 1890, the Blairsville council permitted the Central District and Printing Telegraph Company to erect lines and poles in the town; this was the first true telephone company in the community. At about the same time, the Indiana Telephone Company considered extending lines to Blairsville via Homer City, but this fell through, for by this time CD&PT was affiliated with the Bell System, and refused the connection. A second system was organized at Blairsville in 1895, but proved unsuccessful. By 1900, CD&PT had thirty-three phones



## Utilities

in Blairsville, growing to 177 by 1910. Through Bell, subscribers had access to long distance communication, which some other county exchanges did not. In 1897, the Borough government levied a tax of fifty cents for each telephone pole in the city. The local telephone system's autonomy ended in 1927, when Bell acquired outright the system and all equipment.

The new exchange was evidently built soon afterwards. The building housed switching equipment and offices on the ground floor and operators in a large room upstairs. Bell remained in the building until 1967, when it moved to a central facility in Indiana. The building now houses professional offices.

### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## **Bell Telephone Company: Indiana Exchange**

625 Church Street, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/656220/4498200

Construction Date: 1940

**DESCRIPTION:** The Bell Telephone Company Office and Exchange is a building of fireproof concrete-frame construction, faced with brick veneer, and has a false wooden roof. The main part of the building measures 60' x 40', and an addition on the west side adds another 50' x 15'.

**HISTORY:** The Bell Telephone Company sought to capture the Indiana County market as early as 1891, when its subsidiary company, the Central District and Printing Telegraph Company (CD&PT), was awarded a franchise to provide service in Indiana. By 1892 the CD&PT was connected with the main Bell interstate network. The near-monopoly on long-distance service controlled by the Bell System enabled its affiliate eventually to control most of the Indiana County telephone network. Interconnections were provided to some of the other companies, but by 1927, doing business locally as the "Bell Telephone Company," the company took over its major local competitor, the Indiana Telephone Company. Other small companies were soon swallowed up, and the last of the larger competing companies, the Farmers' Telephone Company, was acquired in 1960.

### Sources:

Sanborn Map Company. *Indiana, Pennsylvania*. New York: Sanborn Map Company, 1941.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## **Blairsville Illuminating Company Station**

Southeast corner Deckert Street at Davis Alley, Blairsville Borough

USGS Quad: Blairsville (1:24000) UTM: 17/647280/4477300

Construction Date: 1890

**DESCRIPTION:** The Blairsville Electric Station is an L-shaped, one-story, common-bond brick structure located across from the Conrail yards. The main section of the building measures 60' x 40' in dimension, and the rear part or dynamo room is 40' x 40.' The building has a front-gable



asphalt roof with gabled side section, an elaborate dogtooth brick cornice, and continuous frame additions of low-quality construction extending from the southeast corner. Windows are double-hung with 6/6 lights and wooden sills and lintels. The building has been severely altered and no longer retains its original architectural integrity; the main front facing Deckert Street and the railway has been replaced and enclosed by wooden shingles, with an incongruous double-pent roof at the cornice line.

**HISTORY:** In 1890 Blairsville became the first community in Indiana County to establish its own electrical station. The plant was operated by the Citizen's Light, Heat & Power Company, which was known as the Blairsville Electric Light, Power & Heat Company by 1903.

The power station was equipped with two small steam-powered generators capable of producing 115 kilowatts. The initial 140 customers received service from 6 PM to 7 AM, with all day power on Tuesday to provide for washing. On Saturday nights, a time of peak loads, a man stood by with a pick handle in case one of the belts slipped off a pulley and caused the system to crash (He would supposedly pry the belt back on the pulley with the handle). Charges were fifty cents per lamp per month. A fatality occurred at the plant in 1907, when plant engineer Frank Libengood was electrocuted.

By the mid-twentieth century, the abandoned plant was being used as a lumber yard by the C.S. Kunkle Company. The last occupant was another lumber yard, Conemaugh Lumber Company, which has closed its facilities. The site, which includes a number of derelict lumber sheds, has been offered for sale.

**Sources:**

Blairsville Board of Trade, *Blairsville Souvenir and Industrial Prospectus*. Blairsville, PA: Samuel Gibson, 1898.  
 Sanborn Map Company. *Blairsville, Pennsylvania*. New York: Sanborn Map Company, 1909.  
 Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
 \_\_\_\_\_. *History of Blairsville*. Indiana, PA: m.p., n.d.

### **Clymer Water Company: Ramsey Run Dam**

Spanning Ramsey Run, 1/3 mile north of confluence with Two Lick Creek, White Township  
 USGS Quad: Brush Valley (1:24000) UTM: 17/659935/4495380  
 Construction Date: 1934

**DESCRIPTION:** The Clymer Water Company, which provides water to Indiana Borough, built a small intake dam in 1934 on Ramsey Run, a tributary of Two Lick Creek, one-half mile east of the Two Lick Waterworks and three-and-a-half miles southeast of downtown Indiana. The dam is of lapped timber-frame construction, ballasted with rocks, and faced on the downstream side with heavy wooden planks. The dam was later shotcreted. It is no longer used and the intake pond has largely silted in. The dam is roughly 15' high by 200' long; the storage pond was originally about an acre-and-a-half in size.



**Photo 47.** Ramsey Run Dam, under construction, ca. 1934. Photo collection of Penn-American Water Company.

**HISTORY:** The Ramsey Run Dam was constructed in 1934 to provide an additional intake source for the Two Lick Waterworks of the Clymer Water Company. The water from Ramsey Run was less affected by acid run-off from area coal mines, and provided an alternative to the badly polluted main source, Two Lick Creek. Following installation of a new chemical treatment plant which could handle the acid water of Two Lick Creek in 1964, the Ramsey Run Dam was abandoned. The pond has largely silted in, and is known by water company employees as "the Frog-Pond."

**Sources:**

Interview with Carson Greene, Jr., Division Manager, Pennsylvania-American Water Company, Indiana, Pennsylvania, 14 September 1990.

Clymer Water Company photograph collection, Penn-American Water Company Indiana Office, Indiana, Pennsylvania.

**Clymer Water Company: Two Lick Waterworks**

1 mile east of Pennsylvania Highway 954 on Two Lick Creek, White Township

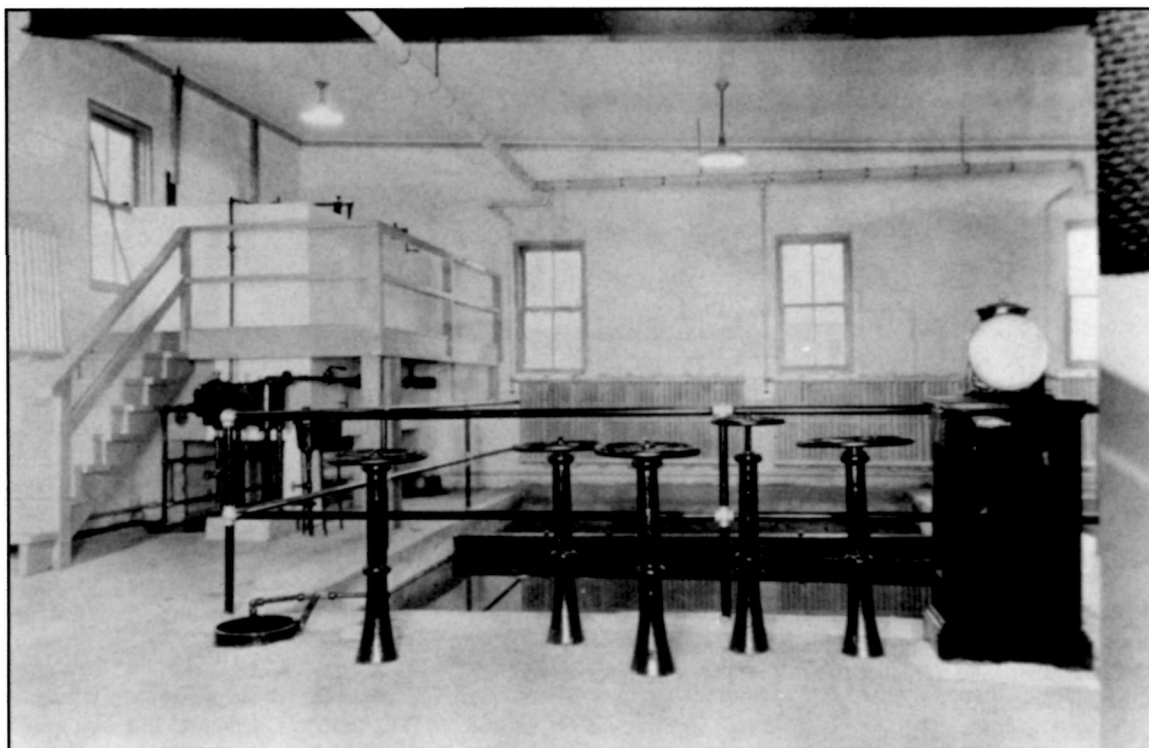
USGS Quad: Brush Valley (1:24000)

UTM: 17/659300/4495440

Construction Date: 1899; altered 1964, 1983

**DESCRIPTION:** The present Penn-American Water Company pumping station on Two Lick Creek has been remodeled and upgraded over the years. At present, it consists of a one-story stuccoed pump house built in 1983, a ca. 1899 concrete dam across Two Lick Creek, a small electrical substation, and several large round water-storage, sedimentation and purification tanks. The

electrical substation is a small one-story square brick building with wooden cornice and pyramidal composition roof. The dam is a simple overflow type, of concrete construction with wing walls extending downstream on both sides.



**Photo 48.** Two Lick Waterworks, Alum machine and filter #1, ca. 1899. Photo collection of Penn-American Water Company.

**HISTORY:** The Clymer Water Company built this pumping station on Two Lick Creek in White Township in 1899 to supplement the seven wells which were then supplying Indiana with water. A new 3 million gallon reservoir was constructed on nearby McHenry Hill to provide additional storage, and was connected with the Two Lick Waterworks by a 12" cast-iron main. At the same time, new chemical treatment and filtration equipment was added to the waterworks.

Pumps were driven by coal-fired steam engines. The coal used came from a mine across the creek which was worked by water company employees. A wooden trestle, no longer extant, carried the coal across the creek just below the plant. Old photographs show that the low drift mine was fitted with wooden tracks to convey the small wooden mining cars.

An elevated wooden water tank once stood on the grounds. During a severe freeze in the winter of 1933, company employees tried to thaw the frozen downpipe by lighting a fire beneath the tank. Unfortunately, the tank caught fire; it was evidently repaired but has been replaced by the present large metal ground-level storage tanks.

## Utilities

The 1940 Sanborn Map Company map of Indiana shows the waterworks located outside the corporate limits. At the time, the complex consisted of a one-story pump house of tile construction, 50' x 25' in dimension, with a roof supported by steel beams. On the east side of the building was a concrete settling reservoir, 40' x 15' in dimension. The dam, the wooden trestle connecting with the mine, and the pipe to the reservoir on McHenry Hill are all shown.

The plant has been continuously upgraded. A major renovation took place in 1964, and new automatic equipment was installed at this time. Most of the older parts of the plant were replaced by new facilities in 1983; the new equipment is designed to deal with the high acid levels (caused by mine run-offs) in Two Lick Creek. Remaining historic resources on the site are the electrical substation building and the dam across Two Lick Creek. The plant is now operated by the Pennsylvania-American Water Company, a subsidiary of the American Water Works Company.

### Sources:

"Gas Well's Fizzle Was Indiana's Gain." *Indiana Evening Gazette*, 8 August 1966.

Pane, Jim. "First Indiana Water Company Formed 100 Years Ago." *Indiana Evening Gazette*, 27 April 1985.

Sanborn Map Company. *Indiana, Pennsylvania*. New York: Sanborn Map Company, 1930, updated 1940.

Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

Interview with Carson Greene, Jr., Division Manager, Penn-American Water Company, Indiana, Pennsylvania, 14 September 1990.

## Conemaugh Dam

4 miles southeast of Saltsburg, Conemaugh Township

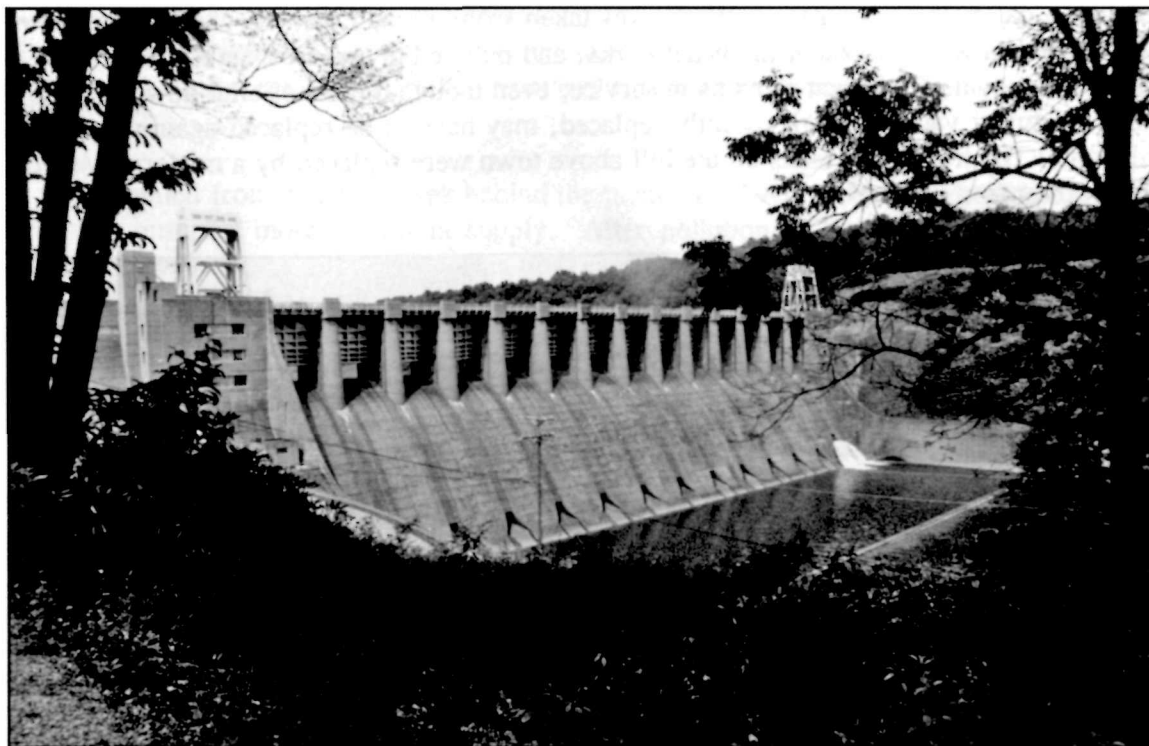
USGS Quad: Blairsville (1:24000)

UTM: 17/638500/4480775

Construction Date: 1952

**DESCRIPTION:** Conemaugh Dam is located six miles west of Blairsville, and 7.5 miles up the Conemaugh from its confluence with Loyalhanna Creek (at which point it becomes the Kiskiminetas River.) The 1952 structure is a large concrete gravity-type dam with flanking low earth embankment. The dam is 1,265' long, 128' wide at the base, and stands 137' above the river. It contains 335,500 yards of concrete, 16,200 yards of earth, and is fitted with thirteen sluice and fourteen crest gates for water release. It creates a 3 mile lake with a maximum pool of 6,820 acres. In 1989, a powerhouse was added below the dam, served by a sluice cut through Bow Bend. This is an independent power producer, not under control of the Corps of Engineers.

**HISTORY:** The U.S. War Department began considerations for a dam on the Conemaugh in the 1920s. Following the disastrous St. Patrick's Day Flood of 1936, the Conemaugh River Lake was authorized by subsequent Flood Control Acts (1936 and 1938). The U.S. Army Corps of Engineers constructed the dam in 1952, completing it the following year at a cost of \$29,000,000. The dam was initially planned solely for flood control, power interests in the area being opposed to a hydroelectric plant at the site. Power generation did not start until 1989, after a powerhouse was built just downstream.



**Photo 49.** Conemaugh Dam. Photo by Richard Quin.

**Sources:**

U.S. Army Corps of Engineers. "Conemaugh River Lake" (brochure). Pittsburgh: U.S. Army Corps of Engineers, n.d.  
 Interview with Bill Dzombak, Conemaugh Dam, 20 July 1990.  
 Interpretive markers at Conemaugh Dam.

## **Ernest Waterworks**

South of town on McKee Run, Ernest Borough  
 USGS Quad: Ernest (1:24000) UTM: 17/654700/4504450  
 Construction Date: ca. 1903

**DESCRIPTION:** The Ernest Waterworks is housed in an original ca. 1903 structure which served both as the waterworks for mines operated by the Clearfield & Jefferson Coal & Iron Company and as repair shops for mining cars. The one-story structure is of common-bond brick construction, measures 45' x 42', is built on a concrete slab foundation, and is covered by a front-gable fiberglass panel roof. Segmental arch doors and windows for the most part have been sealed or replaced. The interior contains wooden water treatment vats, a gantry crane for servicing mine cars, and an assortment of car-repair tools. The plant continues to serve as a water treatment facility for the former mining town of Ernest.

**HISTORY:** The Ernest Waterworks building is part of the original Ernest Mines complex built about 1902-03 by the Clearfield & Jefferson Coal & Iron Company, a subsidiary of the Rochester &



## Utilities

Pittsburgh Coal & Iron Company. Water was taken from a small dam on McKee Run above the mines, treated in wooden vats at the waterworks, and pumped to two iron tanks still present on the hill above the town. The plant remains in service, even though the mines shut down in 1965. The wooden treatment vats, although recently replaced, may have to be replaced again to meet current regulations. The iron water tanks on the hill above town were replaced by a modern reservoir, but are still present.

When water supply from the creek was inadequate, water being pumped from the Ernest Mines (near the McKee Run crossing) was piped into the system. Needless to say, water from this source was less than desirable.

### Sources:

Map, Town Plan and Water System, March 1939. Ernest Waterworks.

Interview with Buck Bara, assistant plant operator, Ernest, August 1990.

Interview with Tracy E. Frampton, Indiana, 5 September 1990.

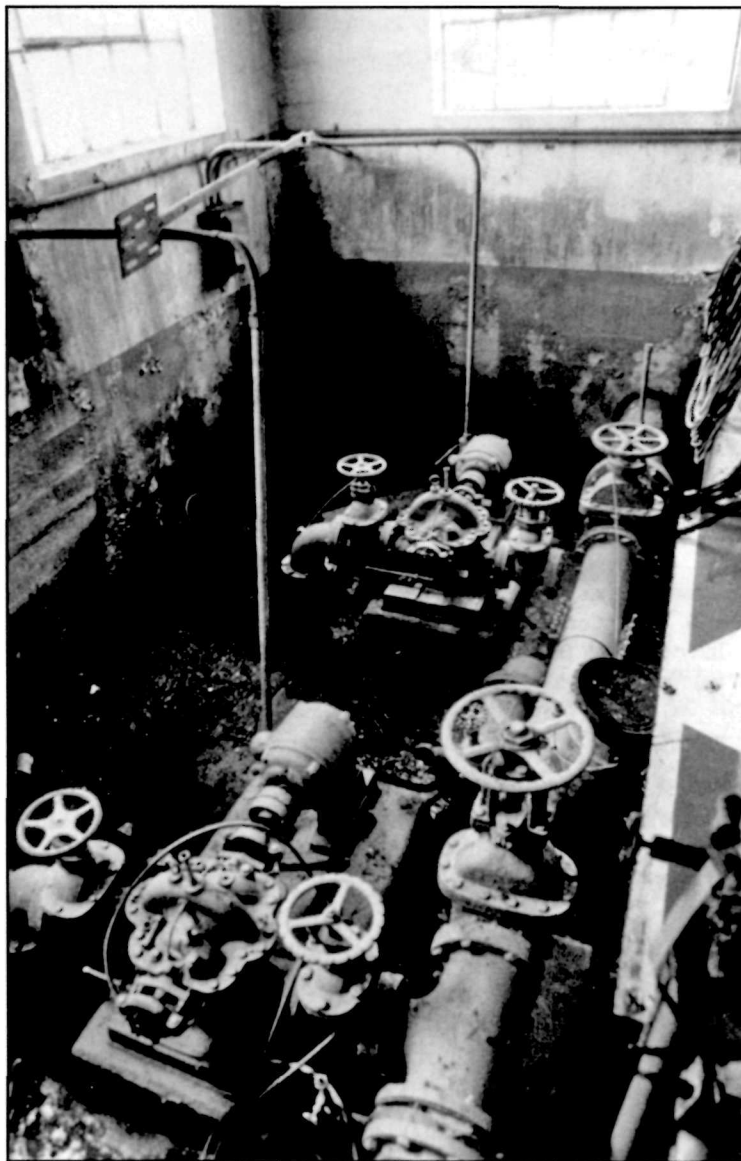
## Homer City Waterworks

Yellow Creek Street at Mazza Street, Homer City Borough

USGS Quad: Indiana (1:24000) U T M : 17/656200/4489910

Construction Date: 1927-28

**DESCRIPTION:** The old municipal waterworks at Homer City was constructed in 1927 and 1928. The building housing the works is of concrete block construction, faced with light yellow brick. The building rests on a stone and concrete block foundation, and is topped by a front-gable composition shingle roof on a rafter system with exposed purlins. Windows, mostly boarded, are rather elaborate rounded-arch sash windows. A decorative corbeled brick cornice encircles the building. A one-story, flat-roofed side extension of original construction projects to the southeast. Affixed to the rear are original concrete block sedimentation basins.



**Photo 50.** Homer City Waterworks, electrically powered hydraulic pumps. Photo by Richard Quin.



The plant utilized a basic soda ash and alum process. The waterworks were equipped with rapid sand filters, high and low service pumps, mixing basin, sedimentation basin, clearwell, chemical feed and chlorination equipment. Much of the machinery is still intact, though the plant is in no condition to operate.

Water was supplied from Yellow Creek behind the plant. By 1910, a dam had been erected across the stream to ensure a more consistent supply. After pollution of Yellow Creek by nearby coal industries, a new dam was built three miles upstream in 1955, and water was supplied to the new plant from that point. The old dam was demolished in recent years.

**HISTORY:** The Homer City Waterworks was built by the Rochester & Pittsburgh Coal & Iron Company for the borough of Homer City in 1927 and 1928. Under the arrangement, the company built the plant and turned it over to the borough. Homer City in return staffed the plant and provided water free of charge to the company's housing and operations at the Lucerne Mines and company town of Lucerne a mile or so northeast. The plant had at the time a capacity of 600,000 gallons per day. In 1955, construction of new waterworks on adjacent land began, and when this new plant was put into operation in 1960, the older Homer City plant was vacated. Today, the structure is used by the utility for storage.

**Sources:**

Central Indiana County Water Authority. *Operations and Maintenance Manual*. (draft edition).

Interview with Barry Holt, Homer City Waterworks Attendant, 5 July 1990.

Sanborn Map Company. *Homer City, Pennsylvania*. New York: Sanborn Map Company, 1910, 1917, 1930.

## **Indiana Electric Company**

850 Water Street, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/656000/4498500

Construction Date: ca. 1890

**DESCRIPTION:** The Indiana Electric Company building was built about 1890 or 1891. The structure originally was one story in height, and 100' x 46.' Historic photographs indicate the building had an elaborate front with decorative brick detail and arched windows. The plant was enlarged in 1895. In 1905, the electric company relocated to a new building several blocks west, and the electrical generating equipment was removed. In recent years, the building has been much remodeled, and now serves as an annex for the Indiana County Courthouse. Much of the original brick trim has been removed, the interior has been refitted as offices, the original gable roof behind a brick parapet has been replaced with a hipped composition shingle roof, and the building appears to be greatly enlarged. Georgian trim, including a swan's neck pediment over the door, is not original.

## Utilities

**HISTORY:** The Indiana Electric Company was organized in 1890 with a capital of \$30,000, and soon began construction of the borough's first electrical power plant. Equipment was supplied by the Thompson-Huston Company, and consisted of a 100- or 125-horsepower water-tube boiler, a 125-horsepower compound non-incandescent Buckeye engine, and one 650-watt alternating current incandescent dynamo and two 50-arc light dynamos. The plant was expanded in 1895, at which time another boiler, along with two more engines and two more dynamos, were added. The Indiana Electric Company merged with the Indiana Cold Storage Company in 1905, and the combined concern, the Indiana Provision Company, built a new power plant several blocks west. Power equipment was soon removed from the original plant. The old building has since been much altered, and now serves as an annex for the Indiana County Courthouse.

### Sources:

"Indiana Power-Less Until Oct. 24, 1891," *Indiana Evening Gazette*, 8 August 1966.

Stephenson, Clarence D. "1880: Electricity Makes Debut in Indiana." *Indiana Gazette*, 22 August 1989.

## Indiana Telephone Company: Indiana Exchange

Northeast corner Carpenter and Gompers avenues, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/656380/4498225

Construction Date: ca. 1927-28

**DESCRIPTION:** The former Indiana Telephone Company building was built in 1903 and originally housed the telephone company and the weekly *Indiana County Gazette*. The three-bay building is constructed in common-bond brick over a full basement on stone foundation, and is topped by a side-gable roof. The building was evidently constructed to house two businesses, and has paired central single-leaf entries on the facade. Windows are double-hung with 1/1 lights, topped by flat stone lintels. The building is distinguished by a molded wooden entablature supported at the ends by brackets decorated with anthemions.

**HISTORY:** The Indiana Telephone Company (ITC) was organized in 1887, and had established a telephone network connecting Indiana with Marion Center by June of that year. Construction immediately began on a line to Homer City, with an extension to connect with the Blairsville exchange. By 1888, many parts of the county were connected, including Cherry Tree, Diamondville (Mitchell's Mills), Richmond (Rochester Mills), Kellysburg, Greenville (Penn Run), Hinds, and Guthrie's Store in Pine Township. A state charter was obtained in 1889, and Saltsburg, Punxsutawney, Plumville and points between were added to the company's system. Smicksburg was connected in 1890; at this point the ITC was providing service to 21 towns.

The Indiana Telephone Company began to develop a local exchange for Indiana by 1895, but had to compete with the already entrenched Central District and Printing Telegraph Company. Affiliated with the Bell network, Central had a franchise for a local exchange that was already in operation. The Indiana Telephone Company did attract many subscribers, however, and by 1900, over 350 phones were on the county network. The company built the new office building at the corner of Carpenter and Gompers avenues in 1903 at a cost of \$5,000. Six operators were employed. A local newspaper, the *Indiana County Gazette*, occupied part of the new building beginning in 1903.

Evidently, noise from the printing press proved incompatible with the telephone company operations, and in 1906 the newspaper moved to a small frame building across the street.

The Central District and Printing Telegraph Company was a serious competitor, as the CD&PT offered access to Bell's well-developed interstate network. In addition, another county-wide system, the Farmers' Telephone Company of Indiana, Armstrong, and Jefferson Counties, began to compete for the rural customers. The Indiana Telephone Company unsuccessfully tried to prevent the Farmers' Company from setting up the network by offering free access to ITC lines. Lines were interconnected between the two companies in 1905, but the Farmers' Company maintained its separate network until 1960.

An independent county-wide system proved impractical, and in 1907 the Indiana Telephone Company was merged into the American Union Telephone Company. The local exchange was renamed the Huntingdon & Clearfield Telephone Company. An interconnection with the Bell Telephone Company network was provided in 1915. In 1927 Bell acquired the system outright, and the office was abandoned. The building is still intact and unaltered.

Sources:

*Indiana Gazette*, Centennial Edition, 20 August 1980.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### **Pennsylvania Electric Company: Conemaugh Electrical Generating Station**

North bank Conemaugh River across from New Florence, in West Wheatfield Township

USGS Quad: New Florence (1:24000) UTM: 17/664570/4472100

Construction Date: 1966-70

**DESCRIPTION:** The Conemaugh Electric Station is located on a 1,750-acre site at Huff, on the north bank of the Conemaugh in southern West Wheatfield Township, across from New Florence in Westmoreland County. The immense complex consists of the massive power-generating station, two enormous cooling towers, two 1,000'-high smokestacks, coal-cleaning plant and conveyor linkage with captive mines, railroad yards, and substations. The station has its own water and sewage systems, an internal road network, and an elaborate fire protection system.

The main powerhouse containing the boilers, turbines, controls, etc., is a mammoth sixteen-story reinforced-concrete building on a steel frame. Coal is carried to the boilers by conveyors from the mines to the north; other coal can be delivered from car shakers and a tippie on the railroad.

The two chimneys are 1,000' tall (taller than the Eiffel Tower); they are 83' in diameter at the base, tapering to 33'-8" at the top, and the concrete walls are 2'-11" thick around a steel liner. Electronic precipitators remove 99.5 percent of the ash from the combustion by-products; excess is then discharged into the upper atmosphere. The two rhombic water cooling towers are 370' high and have a 46' high lattice shield around the bottom. They circulate 280,000 gallons of water a minute, delivered from the condensers.

## Utilities



**Photo 51.** Penelec's Conemaugh Electrical Generating Station, cooling towers, powerhouse, and smokestacks. Photo by Richard Quin.

Most of the coal is delivered from captive mines of the New Florence Mining Company via enormous overhead conveyors. The cleaning plant, west of the powerhouse, is equipped with vacuum cleaners, which remove pyritic sulfur prior to firing. The generating station uses 5 million tons of coal a year. Eighty percent of the coal was originally to be supplied by the mines; some arrives by truck or by Conrail. Fly ash fields and tailings ponds surround the plant.

**HISTORY:** The Conemaugh Electric Station was the third of three massive coal-fired mine-mouth electrical generating stations built on Chestnut Ridge in the Indiana County area. Construction of the plant began in 1966, and operations commenced four years later. The amount budgeted for the plant and its high-voltage transmission lines was \$225 million. The development of new mines at the plant would entail \$20 to \$30 million. Start-up of the first turbine took place in 1970; Number 2 Unit went on-line the following year. The facility is managed by Pennsylvania Electric Company (Penelec), a GPU Company.

### Sources:

"County Area's Untapped Coal Reserves Key to New Power Plants." *Indiana Evening Gazette*, n.d.

"County Coal, Gas Helping to Meet Nation's Energy Needs Now." Indiana County Tourist Bureau, special supplement to *Indiana Gazette*, 1979.

"County is Electrical Power Center." *Indiana Evening Gazette*, May 1970, reprinted in Clarence D. Stephenson, *Indiana County 175th Anniversary History*, v. 3. Indiana, PA: A.G. Halldin Publishing Company, Inc., 1989.

**Pennsylvania Electric Company/New York State Electric and Gas Corporation:  
Homer City Electrical Generating Station**

1 1/4 miles northwest of Coral, Center Township  
USGS Quad: Indiana (1:24000) UTM: 17/653000/4486000  
Construction Date: 1965-69

**DESCRIPTION:** South of Homer City is the mammoth Homer City Generating Station. Construction of the plant began in 1965 and the station went on-line in 1969. The plant initially had twin 20,000 volt turbine generators producing 1,280,000 kilowatts of power; a third 650,000 kilowatt unit was installed in 1977 at a cost of \$225 million. The main building measures almost 1,000' x 200'.

The plant consists of the powerhouse and related structures, coal cleaning plant, railroad linkage with the CSXT Railroad, three large smokestacks, and three cooling towers. Water supply is provided by a storage dam on Two Lick Creek eight miles northeast. Most of the hot water from the condensers is recycled through the cooling towers; however, some hot water heat is used in immense greenhouses for a wholesale plant nursery located by the station. Substations and transformer yards surround the plant, and high-voltage transmission lines connect the station with the Penelec network and through interchanges, with the upstate New York system in the Elmira-Binghampton area.

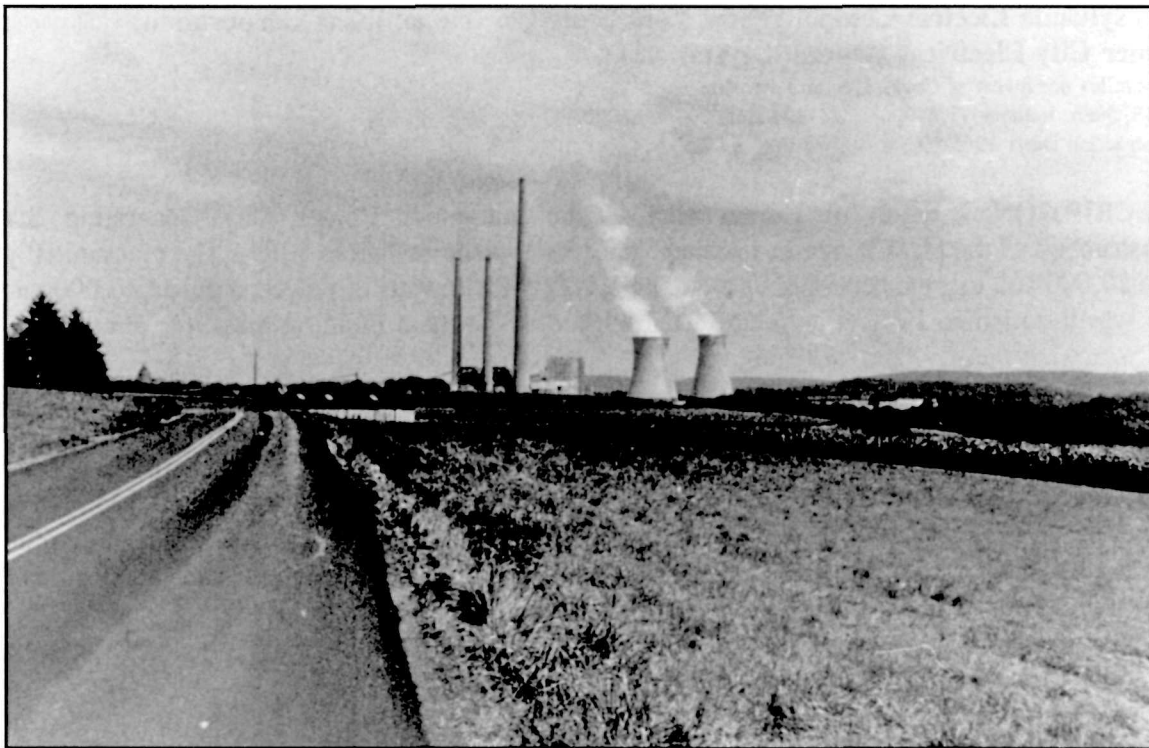
The immense smokestacks at the plant are visible for miles. The two original chimneys for the first generating units are 800' tall. The third smokestack, built in 1977, is over 1,200' tall, and is one of the tallest chimneys in the United States. It is 100' in diameter at the base, tapering to 32' at the top; construction required 15,530 cubic yards of concrete and 170 tons of steel reinforcing bars. The \$6 million chimney was built by M.W. Kellogg of Chicago.

**HISTORY:** The Pennsylvania Electric Company and the New York State Electric and Gas Corporation constructed the Homer City Generating Station as a cooperative venture in 1965. The plant was the second immense mine-mouth generating station in the area, following the Keystone Generating Station in nearby Armstrong County by a year. A third generating unit was added in 1977. The station was built with an expected thirty-year life span, over the course of which it is expected to consume 100,000,000 tons of coal.

The station is a mine-mouth generating station, with most of its coal coming from dedicated mines in the surrounding neighborhood. Half of the coal is provided by the North American Coal Company, through a subsidiary, the Helen Mining Company. North American sold its Indiana County mines in 1985; the Helen Mining Company was purchased by the Valley Camp Coal Company, a subsidiary of the Quaker State Oil Company. The other half comes from the Helvetia Mining Company, a subsidiary of the Rochester & Pittsburgh Coal Company. The first of the coal was delivered in 1968, but commercial power production at the plant did not begin until the following summer. Twelve acres of commercial greenhouses adjacent to the site utilize some of the hot water from the boilers for heating.



## Utilities



**Photo 52.** Penelec's Homer City Electrical Generating Station. Photo by Richard Quin.

### Sources:

Cooper, Eileen Mountjoy. *Rochester & Pittsburgh Coal Company: The First One Hundred Years*. Indiana, PA: Rochester & Pittsburgh Coal Company, 1982.

"County Coal, Gas Helping to Meet Nation's Energy Needs Now." Indiana County Tourist Bureau, special supplement to *Indiana Gazette*, 1979.

"County is Electrical Power Center." *Indiana Evening Gazette*, May 1970, reprinted in Clarence D. Stephenson. *Indiana County 175th Anniversary History*, v. 3. Indiana, PA: A.G. Halldin, 1989.

"Highest Chimney in the United States." *Tribune-Democrat* (Johnstown), n.d., reprinted in Stephenson, *175th*, v. 3.

### **Penn Public Service Company: Glory Substation**

1 mile west of Mentcle, Pine Township

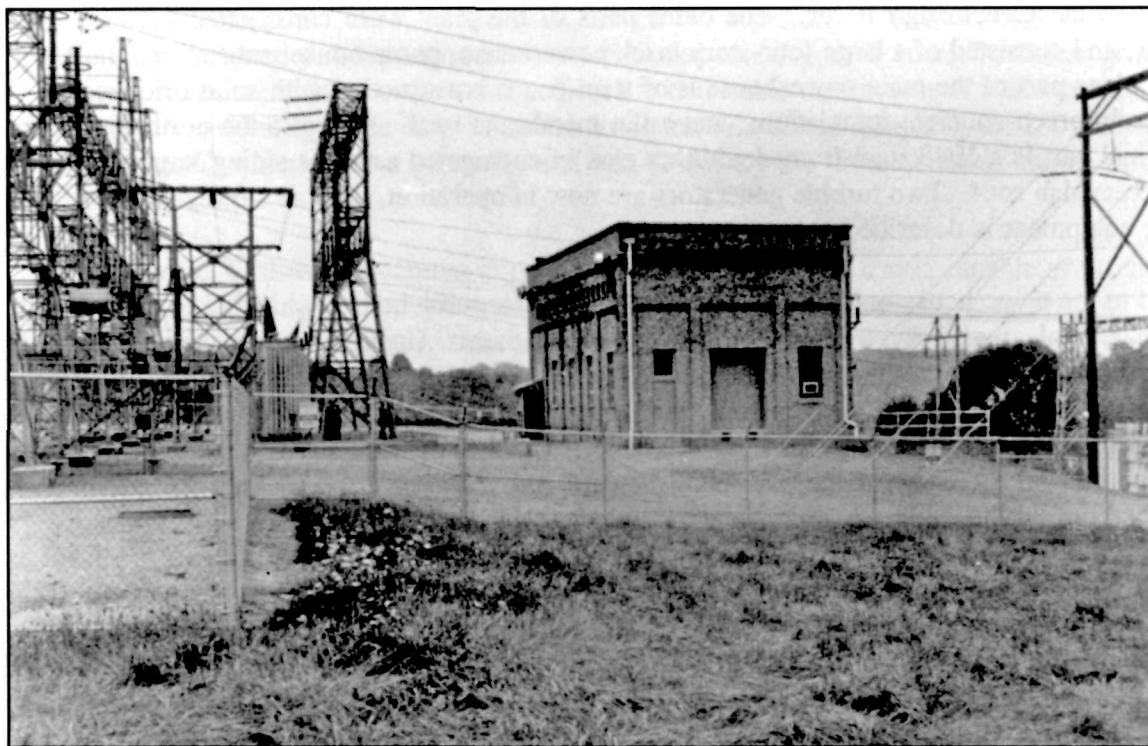
USGS Quad: Commodore (1:24000) UTM: 17/677800/4500760

Construction Date: 1921

**DESCRIPTION:** The Glory Substation complex consists of a main building housing switching gear, relays, etc., and an accompanying transformer yard. The steel-frame yellow-brick building is one story high with a full basement, and measures roughly 60' x 40'; decoration is limited to a concrete belt course. Foundations are poured reinforced concrete, and the roof is a flat built-up type.

Window openings are filled with glass blocks. The transformers and connections to the transmission grid are housed in the fenced yard beside the main building. Two small frame houses, once provided for the operators, were removed in the 1950s.





**Photo 53.** Penelec's Glory Substation and transformer yard. Photo by Richard Quin.

**HISTORY:** Penn Public Service Company built this substation in 1921, following the construction of its massive power generating station at Seward, thirty miles southwest. The substation was connected with the main power plant by a line of 138 steel transmission towers, each 78' tall and built by the American Bridge Company; power transmitted over the line was 66 Kilovolts. The substation's name "Glory" comes from the railroad station, Possum Glory Junction, that once stood next to the substation. Operators once lived in company housing on the site. The substation remains in use; some circuits have been added, but much of the original equipment is still in service.

**Sources:**

Interview with Daryl Speck, Glory Substation Manager, August 1990.

Pennsylvania Electric Company. "Outline of the Development of Pennsylvania Electric Company." MSS. Johnstown, PA: Penelec, n.d.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

**Penn Public Service Company: Seward Electrical Generating Station**

South bank Conemaugh River across from Seward, in East Wheatfield Township

USGS Quad: New Florence (1:24000) UTM: 17/666850/4474650

Construction Date: 1919-21

**DESCRIPTION:** The Seward Electrical Generating Station is located in southern East Wheatfield Township on the Conemaugh River. The power station is located on the south bank of an eastward

## Utilities

bend of the Conemaugh River. The older parts of the plant were constructed between 1919 and 1921, and consisted of a large four-story brick powerhouse, pump house, substation, and chimneys. The older part of the main powerhouse is of steel-frame construction with solid brick walls, poured and reinforced-concrete foundations, and a flat membrane roof. Joined to the northwest side of the original part is a 1948 steel-framed addition clad in corrugated asbestos siding, topped by a precast concrete slab roof. Two turbine generators are now in operation, with an aggregate capacity of 199 Kw; equipment is described in the next section.

Next to the powerhouse on the river side is a small brick pump house, which takes water for cooling from a pool created by a 1957 concrete overflow dam. Upstream from this dam and almost completely submerged is the previous, ca. 1920 timber-frame dam, which originally served the plant. An earthen dike was thrown up around the plant after it was partially submerged by the 1936 flood; however, the 1977 flood breached the dike and flooded the station again. A swinging pedestrian bridge that once connected the plant with Seward across the river and was used by workers, was washed out by the flood.

The Conemaugh Mining Division of the North American Coal Company once operated captive mines which supplied much of the coal used at the plant. The mines were connected by conveyors to a breaker and then to the loading hoppers; today, most of the coal is supplied by trucks, which dump coal at a car shaker, from which it joins the conveyor system. The mines were put out of production by the 1977 flood, and portals, etc., have been removed.

**HISTORY:** Civic boosters appear to have been instrumental in the establishment of this major power generating station in the 1910s. In 1915 the County Realty Company purchased twenty-five plus acres on the south bank of the Conemaugh River in East Wheatfield Township, opposite the Westmoreland County town of Seward. The company had conducted numerous studies for the construction of a large power plant, and started preliminary work on the site in the fall of 1919. In November Dwight P. Robinson & Company of New York City took over the work on the site, prepared the detailed plans, constructed the station, and installed the equipment. By the next year, a new corporation, the Conemaugh Electric Company, was formed to complete the work on the project. All of this company's assets were acquired by the Penn Public Service Company in 1922. Penn Public was organized and controlled by H.D. Walbridge & Company of New York. Among the other utilities controlled by this subsidiary company (headquartered in Clearfield, Pennsylvania) were the Phillipsburg Electric Light, Power and Heating Company, the Central Pennsylvania Light and Power Company, the Curwensville Electric Company, the Centre and Clearfield Street Railway Company and a number of smaller systems. In addition to Penn Public, Walbridge also controlled the Citizens' Light, Heat and Power Company of Johnstown in neighboring Cambria County and the Pennsylvania Electric Company, which provided power to the south and east of Johnstown. The Seward site was acquired as the cartel's first modern steam plant. The station began operations in 1921. The three original boilers (called numbers 1, 3, and 5) were 1,590-horsepower Babcock & Wilcox cross-drum type tube boilers, containing 702 tubes in thirty-nine sections, eighteen tubes high. Each boiler was equipped with a super-heater to raise the steam temperature about 180° F to a total temperature of 600° F. Stokers were Taylor underfeed type with sixteen retorts per boiler. Each was equipped with a double roll clinker grinder at the rear; the ashes were continuously

discharged into ash hoppers. Each stoker was driven by a motor of its own, and two 7 1/2-horsepower variable-speed direct-current motors were used to drive each stoker's clinker grinder. The stoker ram shafts were fitted with stoker counters to determine the amount of coal burned. The forced draft was provided by large fans in the boiler room. Each had a capacity of 250,000 cubic feet per minute at 6" water column pressure, and was driven by a 375-horsepower engine through reduction gears.

The plant secured its coal from a captive mine 600' north of the plant. It was capable of providing 1,000 tons of coal per day. The coal was loaded from the mine tippie (no longer extant) into railroad cars owned by the company, then shifted to hopper drop tracks by a steam locomotive. From the hopper drops, an automated skip hoist lifted the coal to bunkers on top of the powerhouse. Coal would drop from the bunkers down chutes to a crusher, then to a belt conveyor that carried it to an automatic tripper that fed the fireboxes. Coal leases totaled 17,000 acres, and storage facilities at the plant could hold 100 days' supply.

Water for the boiler was supplied from a storage run on Hice's Run, and was conveyed to the plant by a 12" cast-iron pipe. Exhaust steam was used to preheat the water in a 10,000-gallon head tank. Cameron feed water pipes, with a 750 gallons-per-minute capacity, were powered by Westinghouse turbines. Water for the condensers was taken from the Conemaugh River, where a timber-frame overflow dam created a small storage pond.

In 1922 Boiler #7 was installed. Along with the new boiler, a Worthington boiler feed pump driven by a Terry steam turbine was added. Boilers #4 and #6 were installed in 1924. These were somewhat larger than the first four, and were rated at 1,800 horsepower. The next major change was in 1937 and 1938, when a Babcock & Wilcox 1,630 horsepower high-pressure superheating boiler, #8, was put into service. This boiler was novel in having a forged-steel return bend counter flow type economizer and Taylor water-cooled stokers driven by Terry turbines. Allis-Chalmers motors drove the fans. The former jet condensers were removed and replaced by two-pass radial-flow Westinghouse surface condensers with 29,000 square feet of cooling space, Westinghouse steam air ejectors, and two condensate pumps. Boiler #2, identical to #8, was added in 1938. Steam from these two high-pressure boilers was sent through a reducing station and used on the #2 turbo-generator.

The coaling operations, conducted by a subsidiary company, the North American Coal Company, were extended in 1939 and 1940. New conveyor belting was installed connecting the mine with a Bradford breaker, which crushed coal to a uniform size and expelled the "boney." Water sprays to either side were used to keep dust to a minimum. The coal would then pass the weigh station (using a Merrick Conveyor Weightometer) and continue to the station. A shuttle car in the bunker house moved coal to the proper place.

The plant has been continuously upgraded and remodeled. New units have come on line, and some of the older equipment has been retired. Number 2 turbine, a 35,000 Kw Westinghouse impulse reaction unit, went on line in 1941. Number 9 boiler was installed in 1942. A new coal car shaker was added in 1945; this fed to hoppers which were joined to the main conveyor ahead of the

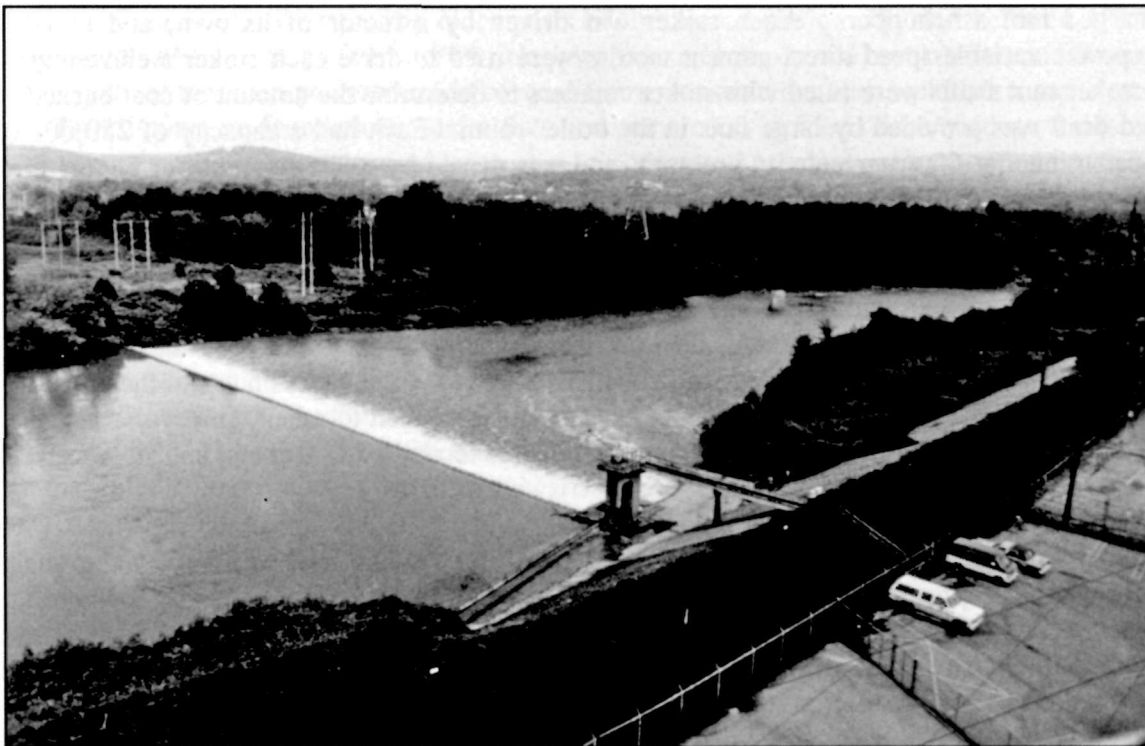


Photo 54. Dam for the Seward Electrical Generating Station. Photo by Richard Quin.

Bradford breaker. The ash-removal system was upgraded in 1948, to a system in which the ash was mixed with water and ejected by sluice pumps to piles outside.

This covers the historic plant complex to 1948, when the Seward Station was greatly expanded at a cost of \$7,500,000 to house a new 50,000 Kw Westinghouse hydrogen-cooled turbine generator. In 1955, a 138,000 kilowatt addition was made at a cost of \$17,240,000, raising the plant capacity to 296,000 kilowatts. This was the peak of the plant's power generation, which today stands at 199 Kw. Boilers Nos. 1-8 and #1 generators were retired in 1963, and #9 boiler was converted to oil firing. In 1975, #2 generator went off line and was retired, followed by #3 generator and #9 boiler in 1979. Fuel coal was mined at the captive mine until the mines were inundated by the 1977 flood; today, most coal is trucked in, though the plant does have a railroad siding.

The units now operating at Seward Station are #4 and #5 turbine generators, and boilers presently numbered #4, #5, and #15 (the last two added in the 1955 expansion of the plant). Much of the equipment is still from Babcock & Wilcox and Westinghouse, though some of the newer machinery is from Combustion Engineering. The station is now operated by Penelec, a giant regional utility.

Sources:

Interview with Joe Batista, manager, Seward Generating Station, July 1990.

Pennsylvania Electric Company. "Outline of the Development of Pennsylvania Electric Company." MSS. (Johnstown: Penelec), n.d.

Pennsylvania Electric Company, "Seward Electric Generating Station," brochure, n.d.

Pennsylvania Electric Company, "History of Seward Steam Electric Generating Station," MSS, n.d. Copy at Seward Station.

### Savan Dam #3

1/2 mile west of Rochester Mills on Little Mahoning Creek, Grant and Canoe townships

USGS Quad: Rochester Mills (1:24000) UTM: 17/669200/4520550

Construction Date: 1938

**DESCRIPTION:** This small overflow dam is constructed of sandstone blocks laid across Little Mahoning Creek below Richmond (Rochester Mills Post Office) at Savan, the site of the railroad depot for Rochester Mills. The dam is approximately 50' long, 6' high, and 6' wide, with stone abutments on either side. A carved datestone is located on the north abutment.

**HISTORY:** This small overflow dam was one of a number of relief projects undertaken by the Works Progress Administration (W.P.A.) in Indiana County during the Great Depression. The dam was dedicated in 1938.

**Sources:**

Datestone on dam.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.



**Photo 55.** Savan Dam #3. Photo by Richard Quin.



## Notes: Utilities

1. Clarence D. Stephenson, *History of Blairsville, Pennsylvania* (Indiana, PA: A.G. Halldin, n.d.), 19; Blairsville Board of Trade, *Blairsville Souvenir and Industrial Prospectus* (Blairsville, PA: Samuel Griffin, 1898), 2; Sanborn Insurance Company, *Blairsville, Pennsylvania* (New York: Sanborn Map Company, 1907); J.T. Stewart, *Indiana County, Pennsylvania: Her People, Past and Present*, 2 vols. (Chicago: J.H. Beers, 1913), I:48.
2. Jim Pane, "First Indiana Water Company Formed 100 Years Ago," *Indiana Evening Gazette*, 27 April 1985, 18; Stewart, I:406.
3. Pane, 18.
4. "Do We Want Water Works?" *Saltsburg Press*, 6 August 1891, reprinted in Quasquicentennial special edition, 18 April 1963, Sec. 3, 7.
5. "Sale Price \$300,000 for Nineveh Water," *Indiana Gazette*, 13 November 1987, n.p.
6. Tom Bickert, "Water Part I: Current Problems Date Back to Origins of Coal Towns," *Indiana Evening Gazette*, 17 February 1979, 15; Clarence D. Stephenson, *Indiana County 175th Anniversary History*, 4 vols., (Indiana, PA: A.G. Halldin, 1978-1989), II:607-608.
7. Bickert, 15.
8. Clarence D. Stephenson, "1880: Electricity Makes Debut in Indiana," *Indiana Gazette*, 22 August 1987, n.p.
9. Stephenson, *History of Blairsville*, 20.
10. "Indiana Power-Less Until Oct. 24, 1891," *Indiana Evening Gazette*, 8 August 1966, n.p.
11. "Indiana Power-Less"; Stephenson, *History of Blairsville*, 20.
12. "Electric Service in Saltsburg Since 1911," *The Saltsburg Press*, Quasquicentennial edition, 18 April 1963, Sec. 1, 6.
13. Stephenson, "1880: Electricity Makes Debut."
14. Interview with Joe Batista, manager, Penelec Seward Station.
15. Stephenson, *175th*, II:154-55, 226-27.
16. Ibid., II:123-24.
17. Ibid., II:340-41.
18. Ibid., II:342, 659.
19. Ibid., II:341, 447-48.



## **Transportation**

### **Turnpikes and Roads**

A number of early paths and trails crossed the Indiana County region prior to the Revolution. Chief of these was the Frankstown Path, which entered the county near Canoe Place (the upper limit of canoe transportation on the Susquehanna River, now Cherry Tree Borough), passed through the Penn's Manor reservation and generally following the Two Lick Valley westward, crossed the center of the county near present Indiana Borough, and exited the county to the west near present Shelocta. The Kiskiminetas Path diverted from this route in the present neighborhood of West Lebanon and then proceeded southwest to a meeting with the Kiskiminetas River in present Armstrong County. The Catawba Path crossed the county's center from north to south. Other trails included the Shamokin Path to the south of Mahoning Creek and the Frankstown-Venango Path, which left the Frankstown Path near present Cookport and headed west-northwest, exiting the county near present Smicksburg.<sup>1</sup>

The Frankstown Road was built in 1788 and 1789 to connect Frankstown in Blair County with the Conemaugh River at its head of permanent navigation near the mouth of Blacklick Creek. In 1791, the Frankstown Road was extended to Pittsburgh.<sup>2</sup> The establishment of the new county seat of Indiana to the north of the Frankstown Road created the demand for a new state road, and by 1806 the "Blair's Gap to the Western Boundary Road" was under construction. A road from Indiana to Campbell's Mill was apparently opened a little later. In 1806 the county government approved the construction of fifteen new roads, forming the basic framework of the county's road system.<sup>3</sup> Eleven of these roads were specified to connect with the various mills in the county, underscoring the importance of this early industry.

During the 1810s numerous other state roads were constructed. A connecting road between Indiana and the Milesburg-LeBoef Road was constructed in 1811. By 1817 plans for a major new state road connecting Indiana with Pittsburgh had been accepted. Other routes were soon being surveyed, including the "Old State Road" from Phillipsburg in Center County via Indiana to Pittsburgh and the "New State Road" from Curwensville to East Liberty, an apparent rerouting of the original road. Another state road connecting Indiana with Franklin in Venango County was opened in 1817. A road connecting the county seat with the Northern Turnpike near the mouth of Anderson's Creek was planned in 1823, and in 1825 two new state roads were authorized: one connecting Indiana with Punxsutawney and extending on to Ceres, and one connecting Indiana with Blairsville and continuing to Ligonier in McKean County.<sup>4</sup> A stage line was established on this latter road in 1842, providing the first regular stage service between the county's two principal towns. During the 1840s numerous other state roads were built in the northwestern and northeastern parts of the county.<sup>5</sup>

While dozens of county roads were opened during the antebellum period, some were very primitive, with few bridges and little or no maintenance. The lack of decent roads led to the formation of a number of turnpike or toll road companies. One of the earliest was the Northern Turnpike, subsidized by the state and completed in 1819. In Indiana County, the turnpike crossed through Armagh on its way west to the Conemaugh at Blairsville. Tollgates were located each five miles, and tolls ranged from three cents for a horse and rider to twenty cents for a coach or wagon pulled by four horses.<sup>6</sup> In 1838, the state purchased \$2,000 in additional stock for repairs for the Northern Turnpike. The company was in financial troubles within a few years, and in 1841 its holdings were attached. Tolls ceased to be collected in 1865.<sup>7</sup>

## Transportation

At Blairsville, the Northern Turnpike crossed the Conemaugh River on a splendid covered wooden bridge constructed in 1822. The Wernweg pattern truss bridge was 300' long, and at the time was one of the longest single-arch bridges in the country. When the Pennsylvania Main Line Canal was constructed through the area a few years later, the canal prism was built beneath the west approach to the side of the river bank. Perhaps the most significant bridge ever built in the county, it collapsed in 1874.<sup>8</sup>

In 1818 the Armstrong, Indiana and Cambria Turnpike Road Company was created to connect Ebensburg with Kittaning through Indiana. As it had with the Northern Turnpike, the state subsidized the ventures through large stock subscriptions.<sup>9</sup> An early tollkeeper's accounts show that the Indiana & Ebensburg Turnpike received only limited use in the 1820s, and failed to show a profit. A stage coach was briefly in service by 1826 but was abandoned the next year because it, too, failed to make a profit. The road was not well-maintained, and in 1833 another \$5,000 was requested for repairs.<sup>10</sup> Although several other turnpike ventures were formed, including the Indiana & Pittsburgh Turnpike Road Company (1826), the Indiana & Kiskiminetas Turnpike Road Company (1830), the Armagh and Conemaugh Turnpike (1830), and the Armagh and Johnstown Turnpike (1835), few if any of these turnpikes proved profitable, and in 1842 the state sold off its shares in the ventures.<sup>11</sup>

## Canals

The early economic development of western Pennsylvania was hindered by a lack of efficient transportation. A stage trip from Philadelphia to Pittsburgh took three weeks, with rough roads making trans-state shipping impractical.<sup>12</sup> Early hopes were placed on the Conemaugh and Kiskiminetas rivers.

In 1794, the Legislature appropriated money to clear rocks and make other improvements on the Conemaugh River in order to provide a depth adequate for six-ton boats to pass through Chestnut Ridge, or "Packsaddle Gap." But passage continued to be risky, and men were sometimes drowned when attempting to take boats through the rapids.<sup>13</sup> Some of the other county streams were also designated as "public highways." These included Blacklick Creek, declared navigable from the Conemaugh River up to Campbell's Mill in 1813 (and extended up to the mouth of Two Lick Creek in 1828); Little Mahoning Creek, from its mouth up to the north fork (1830), and Big Mahoning from the Allegheny River up to the mouth of Little Mahoning. The West Branch of the Susquehanna River was also used for shipping goods.<sup>14</sup>

The Pennsylvania Main Line Canal was designed to open a dependable transportation route between the eastern part of the state and the western frontier, and to compete with New York's Erie Canal, the completion of which had adversely affected Philadelphia's economy. The canal was authorized by the Pennsylvania state legislature in 1826, and the first section, between Columbia on the Susquehanna River and Hollidaysburg on the Juniata River, was opened to canal traffic the following year.<sup>15</sup> Work then commenced on the Western Division, from Johnstown west through Indiana and Westmoreland counties to Pittsburgh.<sup>16</sup> Working east from Pittsburgh, the canal was opened as far as Saltsburg in 1827, and the first canal boats, *Pioneer* and *Pennsylvania*, appeared in the county. The section connecting Saltsburg and Blairsville opened in 1829, and Blairsville captured much trade as a trans-shipping point, where canal boats would take on or provide loads for wagons crossing the mountains.<sup>17</sup>

At Lockport, a second stone aqueduct across the Conemaugh River was completed by contractor Sylvanus Lathrop & Co. in 1830. The Johnstown to Blairsville section, known as the "Ligonier Line," was opened in December of the same year, though ice soon closed the passage, putting regular traffic off for another

year. The remaining, overland portion of the canal between Johnstown and Hollidaysburg was connected by the Allegheny Portage Railroad, a railway constructed with an ingenious series of inclined planes and short connecting lines or "levels" in Cambria and Blair counties. The portage railroad was opened in 1834, and the Pennsylvania Main Line Canal was complete from Philadelphia to Pittsburgh.<sup>18</sup>

The canal was responsible for the establishment of several new Indiana County communities, including Tunnelview (now Tunnelton), Nineveh (formerly Rodger's Mill), Coalport (later Edri) at the mouth of Robinson Run, and Centerville (the center point of the Western Division). Blairsville's population soared from 500 in 1827 to over 1,000 in 1829 after the canal reached the community. Saltsburg likewise dramatically increased its population, from 150 in 1829 to 950 by 1864.<sup>19</sup> For more than twenty years, the canal was the most important transportation artery in Indiana County. Docks at Saltsburg and Blairsville were important shipping points, and boat yards in the two communities constructed many of the packets and section boats used on the canal.<sup>20</sup>

The prosperity brought by the canal was relatively short-lived. In 1852 the Pennsylvania Rail Road (PRR) was completed from Johnstown to Pittsburgh, and use of the canal declined quickly. By 1857 the canal and all related property had been sold to the PRR. The Western Division of the PRR reached Saltsburg in 1864, and that stretch of the canal was abandoned. The last boat arrived in Blairsville in 1865, and the slackwater dam there was torn down the same year.<sup>21</sup>

Much of the canal route was obliterated in 1882 when the PRR built tracks on the old canal bed. However, remains of a number of works are still visible in the county. These include areas where canal prisms are still visible, and several watered-in sections of the canal near Centerville, Seward, and Saltsburg. The canal route through Saltsburg has been largely protected and now forms a municipal park. Also at Saltsburg are sixteen stone canal right-of-way markers and an old barn which housed mules which pulled boats on the canal.

The aqueducts at Lockport and Tunnelton were both destroyed by the railroad. The east abutment of the Lockport aqueduct survives as a wing wall on the 1907 railroad viaduct there, and footings for the Tunnelton aqueduct can be discerned below Conemaugh Dam. The canal tunnel at Tunnelton survives, though the portal is sealed and the eastern portion inundated by Conemaugh River Lake. East of the river near Tunnelton, traces of a small overflow dam can be discerned.

A new canal was proposed in 1878 by Congressman Harry White of Indiana County. His planned canal would utilize the Allegheny, Kiskiminetas, and Conemaugh rivers, then would plunge through a five-and-a-half-mile tunnel through the mountains to the east. White estimated the total cost at \$40 million, with the tunnel to cost \$6 or \$7 million dollars. Congress appropriated \$20,000 for a survey by Col. James Worrell of Harrisburg, but by this time critics assailed the plan as foolish, and called the \$20,000 survey appropriation "a waste of the public money."<sup>22</sup> The canal was never built.

## Railroads

The state legislature in 1850 authorized the PRR to construct a branch line from Liebengood's Summit, on the main line, to Blairsville. With financial assistance from a bond issue and the Borough of Blairsville, the PRR reached Blairsville in 1851. Until tracks reached Pittsburgh in 1852, Blairsville was

## Transportation

the western terminus of the line, and freight and passengers were transhipped from this point along the Pennsylvania Main Line Canal.<sup>23</sup>

In 1856 the Pennsylvania Rail Road built a branch line from Blairsville to Indiana. In addition to freight traffic, two passenger trains a day ran the 18.8-mile line. In its first year, the line carried nearly 7,000,000 pounds of freight out, 1,800,000 pounds in, and over 5,000 passengers.<sup>24</sup> A new line, the North Western Rail Road (NWRR), was chartered in 1853 to link Philadelphia with the Pittsburgh, Fort Wayne and Chicago Rail Road at Allegheny City.<sup>25</sup>

The NWRR failed as a result of the Panic of 1857, and in 1860 a new company, the Western Pennsylvania Rail Road, took over the line. Construction resumed in 1863, and the line, connecting Blairsville and Saltsburg with Pittsburgh, was opened in 1864. The line was leased by the Pennsylvania Rail Road in 1865, and in 1870 was reorganized as the PRR's Western Division. In 1881 an eight-mile extension along the north bank of the Conemaugh between Blairsville and Robinson was completed, using the former Pennsylvania Main Line Canal right-of-way for much of the route. This was extended to Johnstown in 1895.<sup>26</sup> By the early 1900s the Pennsylvania Rail Road reorganized this line from Johnstown to Blairsville, along the north side of the Conemaugh River, and on to Saltsburg, naming it the Conemaugh Division of the Pennsylvania Rail Road.

A major new railway created at the end of the century was the Buffalo, Rochester & Pittsburgh Railway (BR&P), a coal-hauling line already operating north of Indiana County. In 1898 and 1899, the BR&P crossed the northwestern corner of Indiana County with a line connecting Punxsutawney and Dayton. The only stop in Indiana County was Goodville (no station), northwest of Smicksburg.<sup>27</sup> The section required construction of the 1000' Mahoning Creek Trestle, a massive iron structure built by the A.&P. Roberts' Pencoyd Iron Works, the most significant railway structure in the county.

In 1900 the BR&P began construction of its Indiana line. The company ordered 2,500 tons of eighty-pound steel rails and some 40,000 railroad ties. Work, including construction of a tunnel through White's Hill north of Indiana, began in 1902. The line reached Marion Center and Ernest in 1903, and Indiana in 1904. The BR&P extended its trackage throughout Indiana County during the 1910s, and much of the main BR&P Indiana line was double tracked in 1914. New railroad marshalling yards at Creekside were constructed, with water for steam locomotives provided to the yards from a new BR&P reservoir at Cummings Dam a mile west of Creekside.<sup>28</sup> Blairsville had become a regional railroad operations center for the PRR by 1878, with extensive yards that included a round house for seven locomotives, two repair shops, three woodsheds, paint house, sand house, offices, station, turntable and coaling tipple. These facilities continued to operate until 1967, when the PRR closed its Blairsville train operations complex.<sup>29</sup>

Many Indiana County rail lines were specialty carriers, created to serve either the timber or coal industries. For instance, the Cush Creek and Mahoning, the Blacklick & Yellow Creek, and the Buffalo and Susquehanna railroads specialized in carrying timber, while the BR&P, Cherry Tree and Dixonville, Southwestern DuBois, and Plumsville railroads concentrated on coal. The Blacklick & Yellow Creek Railroad changed from a timber carrier to a coal carrier after it was acquired by the Coleman and Weaver Company in 1911. With the cessation of war demands and the development of cheaper coal fields in the Southern states, coal shipments fell off sharply.<sup>30</sup> This decline meant reduced revenues for the BR&P, and the line was sold in 1928, and became a part of the Baltimore & Ohio Railroad in 1932.



Passenger use of the railroads declined chiefly due to the proliferation of paved roads and automobiles: Passenger trains on the Ridge Division were discontinued in 1925 and the New York Central ceased service on its Clymer line in 1933.<sup>31</sup> The last passenger trains on the B&O Indiana-Blairsville line ran in 1940, and the final train on the Blairsville-Saltsburg line ran in 1947.<sup>32</sup> The line between Blairsville and Torrance was taken out in 1953 because of the Conemaugh Dam project.<sup>33</sup> Six railroad stations survive from the railroad lines that once served the county. These are Pennsylvania Rail Road stations at Blairsville (two), the North West Rail Road depot at Saltsburg, and Buffalo, Rochester & Pittsburgh Railway depots at Indiana, Shelocta and Jacksonville.

The Pennsylvania Rail Road merged with the New York Central in 1968 to form the new Penn Central Railroad. The new corporation was forced into bankruptcy after only two years, and became a part of the Consolidated Railroad Corporation, a federally-created entity. The Baltimore & Ohio became a part of the Chesapeake & Ohio Railroad in 1963, and for a while was a part of the CSX Transportation system; about 1988 the former B&O lines in Indiana County were acquired by a regional carrier, the Buffalo & Pittsburgh.<sup>34</sup>

### Bridges

More than forty covered wooden bridges were once located in Indiana County.<sup>35</sup> Two of these were major bridges across the Conemaugh and Kiskiminetas rivers at Blairsville and Saltsburg. The first Blairsville bridge, built in 1823, carried the Northern Turnpike across the river between Blairsville and Bairdstown. At 300', it was one of the longest single arch bridges in the country. In 1840, construction began on a covered bridge across the Kiskiminetas at Saltsburg. It was 300' in length, double tracked, and supported by a central pier. The bridge burned in 1922.<sup>36</sup>

Four covered bridges survive in Indiana County. The oldest of the bridges is the 1870 Trusal Bridge over the South Branch of Plum Creek near the village of Willet.<sup>37</sup> Two of the other bridges, the Harmon Bridge and the Thomas Bridge, are built on the same plan and are remarkably similar in appearance.<sup>38</sup> The fourth bridge, the Kintersburg Bridge over Crooked Creek, is built on a Howe truss system. Although once quite common in Indiana County, only three wooden deck bridges were inventoried in the project: the BR&P Creekside bridge, the Loop Bridge in West Mahoning Township, and the Hillman Bridge in Banks Township.

The majority of the railroad bridges in the county are deck and plate girder bridges. These range from short sections of single spans to multi-span bridges on the Conemaugh River and larger creeks. Only three steel truss railroad bridges remain in the county. Two of these, both located on the old Buffalo, Rochester & Pittsburgh Railway, are common Pratt through-truss bridges, located at Kimmel and outside Creekside. An abandoned ca. 1903 bridge over McKee Run at the Ernest Mines is most unusual, being an odd variant of the Baltimore truss. Two railroad trestles are located in Indiana County, one an immense 1,000' iron trestle across Mahoning Creek built in 1899 for the BR&P. Several smaller streams are spanned by short concrete bridges.

The PRR built six stone viaducts cross the Conemaugh River. The two near Seward and Lockport remain in use, but four are occasionally submerged by the backwater from the Conemaugh River Dam. Another abandoned span carries a park road across the river below the dam. A double-arched stone bridge carries the former Cherry Tree & Dixonville Railroad over a road and a creek simultaneously in

## **Transportation**

the filled section of the horseshoe curve the line makes northeast of Commodore. Another single arch stone overpass is located outside of Glen Campbell.

Only three stone road bridges were located in the inventory. Two of these cross Richard's Run outside of Robinson in West Wheatfield Township. One has a date marked as 1911, and the other was probably constructed at about the same time. An abandoned and partially collapsed bridge across Greys Run northwest of Blairsville dates from the mid- to late-nineteenth century.

Three large truss bridges span the Conemaugh. Between Seward and the site of the old town of Nineveh, the Seward Bridge is comprised of two large steel Parker through trusses resting in part on the stone piers and abutments from earlier bridges. At Blairsville, an unusual variant of the Baltimore through truss, popularized by the Baltimore & Ohio Railroad and generally used for railway bridges, was built in 1936. The largest bridge in the county is the Pennsylvania through truss bridge at Tunnelton. Several smaller truss bridges were also recorded. Two of these are Parker truss bridges, a single-span through truss across Blacklick Creek at Heshbon from 1902, and a double-span pony truss bridge over Mahoning Creek at Goodville, built in 1900. Two modified Warren pony truss bridges were inventoried, at Clymer (1928) and Shelocta (1929).

Only three pin-connected iron bridges were recorded, and each of these included some riveted members. The three bridges recorded were a small pony truss carrying Creek Road across the South Branch of Plum Creek near Five Points in Washington Township, a small Pratt through truss near Smicksburg, and a larger 1884 Pratt through truss at Locust Lane that is no longer extant.

## **Tunnels**

This county has one canal tunnel and three for railway use. Western Pennsylvania Rail Road built the Bow Ridge Tunnel in 1863, which was abandoned in 1907 when a second tunnel was built through Bow Ridge. Another tunnel, located one mile northeast of Saltsburg, was built in 1950 as a part of the relocation of railroad tracks required by the Conemaugh River Lake impoundment. Construction of the tunnel resulted in the abandonment of Saltsburg by the railroad.<sup>39</sup> This modern tunnel was not inventoried by the project. The White's Hill Tunnel, north of Indiana Borough on the Baltimore & Ohio Railroad, was built between 1902 and 1904 for the Buffalo, Rochester & Pittsburgh Railway. The tunnel connected the BR&P's line from Jefferson County through the Ernest coal fields with the county seat.

## **Street Railways**

Between 1907 and 1933, Indiana County had a streetcar system consisting of three routes with a total mileage of thirty-six miles.<sup>40</sup> Although the system lasted less than three decades, it provided county residents with a cheap, reliable form of daily transportation between several points in the county. A few remnants survive, including car maintenance shops at Indiana and a streetcar station at Clymer, as well as isolated structures along the remains of the right-of-way.

In 1907 the Indiana and Blairsville Intersection Street Railway Company constructed a line between Indiana and Ernest, and the system was connected to the powerhouse at the Ernest Mines.<sup>41</sup> Meanwhile, the Indiana Street Railways Company completed a line from Indiana to Clymer in 1908, and opened a streetcar station in Clymer.<sup>42</sup> The same year, a major power generating station was opened on Two Lick



Creek, together with a substation near Clymer at Chestnut Grove. By 1909 the streetcar lines from Blairsville to Blacklick, and from Graceton to Josephine were open. Completing the county system was a new 700' long bridge over Blacklick Creek, erected the same year by the American Bridge Company. By 1917 the street railway was carrying more than three million passengers annually.<sup>43</sup>

In 1927 eighteen cars a day ran between Indiana and Clymer, from 5:30 AM to 10:30 PM. Within five years, however, the system was already experiencing sharp declines in use. Numbers on the main line continued to drop, to only 346,000 in 1932, and the last Indiana County streetcar made its final journey in 1933.<sup>44</sup>

### **Bairdstown Bridge**

Between Blairsville Borough, Indiana County, and Derry Township, Westmoreland County

USGS Quad: Blairsville (1:24000)

UTM: 17/646750/4476800

Construction Date: 1934-35

**DESCRIPTION:** The Bairdstown Bridge at Blairsville, connecting Indiana and Westmoreland counties, was built in 1934-35. The bridge contains one span, a modified Baltimore truss 270' long set on cast concrete abutments. The riveted steel bridge is skewed, with the south side of the bridge set 15' west of the north end. The truss is 34' wide and has a minimum vertical clearance of about 14'-6" and an overall height of about 19'. All panels are of the same length. The northeast inclined vertical has a plaque noting the construction dates of the bridge, but does not identify the builder.

**HISTORY:** The present bridge over the Conemaugh River at Blairsville is the fourth at this location. The first was built 1821-23 by the Conemaugh Bridge Company to carry the Northern Turnpike across the river; it replaced a ferry formerly operated on the spot by John Mulhollan. With a length of 300', it was one of the longest single arch bridges in the country. The structure, which cost \$15,000, was a covered wooden Wernweg truss bridge spanning the river on a graceful arch. It also crossed the Pennsylvania Main Line Canal which passed along the western bank. This was a toll bridge until 1865; it collapsed in 1874. The next bridge (1874-75) was of steel, and sat on the same stone abutments; it was destroyed by the Johnstown Flood in 1889. The third bridge, built in 1889, was also of steel and rested again on the original abutments. The present bridge was constructed in 1934-35 for the William Penn Highway; it is built on new reinforced concrete abutments north of the old bridge site. It now carries Pennsylvania 119; the William Penn Highway (now US 22) crosses on a new four lane bridge north of the old bridge.

#### **Sources:**

Plaque on northeast bridge abutment, 1935.

Stephenson, Clarence and Lewis Poorman. *A History of Public Transportation in Indiana County, Pennsylvania*. Indiana, PA: Indiana County Transit Authority, 1982.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 1 and 2. Indiana, PA: A.G. Halldin, 1989.

## Transportation

### Baltimore & Ohio Railroad: Loop Railroad Bridge

B&P Railroad at Mahoning Creek, Loop, West Mahoning Township

USGS Quad: Dayton (1:24000)

UTM: 17/654260/4528620

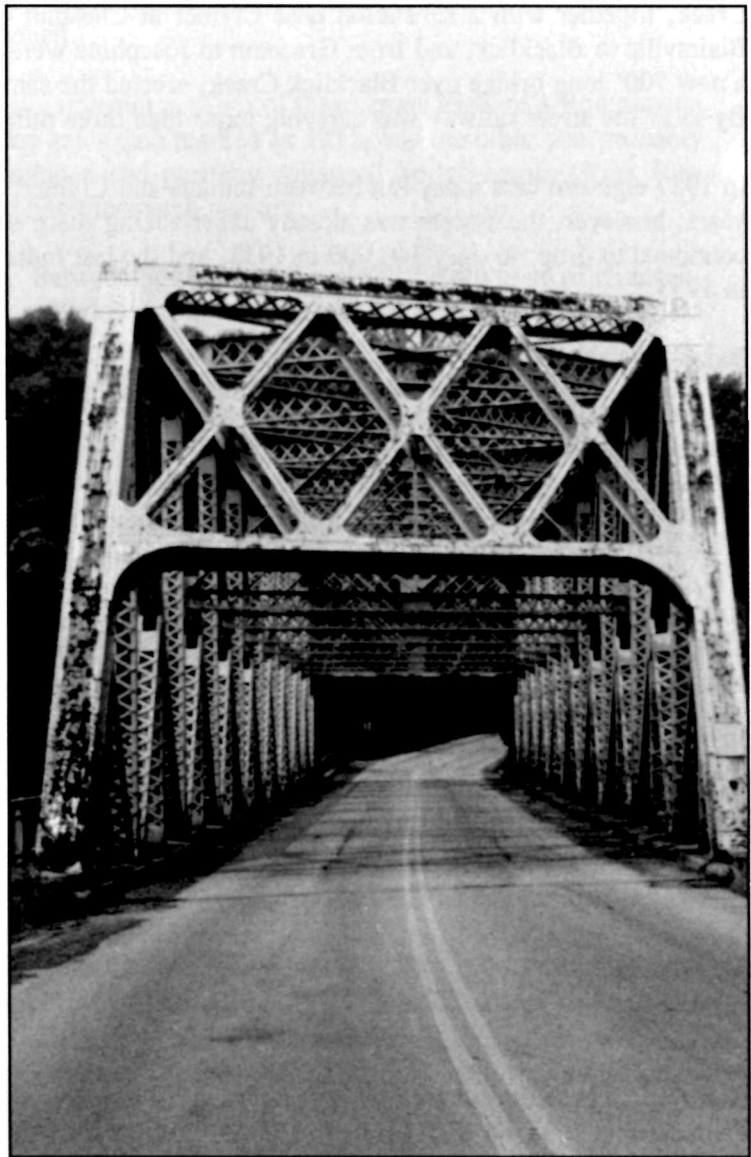
Construction Date: 1941

**DESCRIPTION:** This high bridge over Mahoning Creek at Loop in northern West Mahoning Township is a deck girder bridge, approximately 750' long and built on a 4 percent curve. The five 150' spans rest on four reinforced concrete piers. The track and bridge is about 15' wide. The line remains in use.

**HISTORY:** This bridge was built in 1941 as part of a relocation of tracks necessitated by the construction of the Mahoning Creek Dam downstream. American Bridge Company built the superstructure; Vang Construction Company was subcontractor for the substructure. By this point, the rail line was owned by the Baltimore & Ohio Railroad; the route had been opened by the Buffalo, Rochester & Pittsburgh Railway in 1903. The trackage is now leased by a regional operator, the Buffalo & Pittsburgh.

#### Sources:

Plaque on bridge.



**Photo 56.** Bairdstown Bridge. Photo by Richard Quin.

### Buena Vista Bridge Ruins

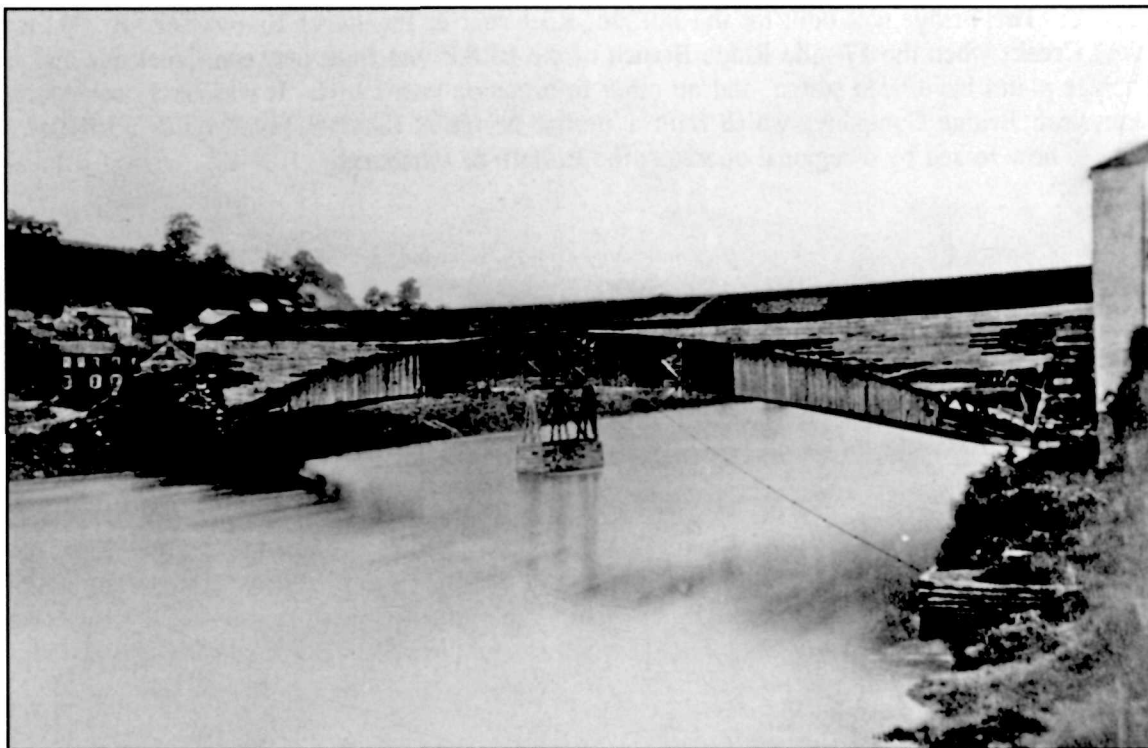
On Blacklick Creek, at Dias, 75 yards west of the Pennsylvania Highway 56 bridge, between Brush Valley and West Wheatfield Townships

USGS Quad: New Florence (1:24000)

UTM: 17/17/665630/4482700

Date of Construction: 1928

**DESCRIPTION:** Two earthen abutments, and parts of the concrete deck bridge in the stream, remain to mark the site. Earthen abutments are in good condition, and may have stone supports under present earth berm. The road grade to the crossing can be easily traced. Parts of the concrete bridge lying in the stream are visible, including a side rail clearly marked "1928."



**Photo 57.** Original Bairdstown Bridge, ca. 1870. Photo collection of Bill Graff.

**HISTORY:** A bridge over Blacklick Creek was present near this spot by 1832, as one was destroyed by a flood that year. It was replaced by 1847. This bridge may have been washed away in an 1888 flood. An iron Pratt through truss bridge crossed here in the early twentieth century; this bridge is pictured in Clarence Stephenson's *Buena Vista Furnace*, and is noted as being demolished in 1931. However, remains of the concrete deck bridge are clearly marked "1928." Either the concrete bridge was present by that time, or the ruins of the deck bridge are rubble dumped into the creek. Abutments can be discerned on both banks, but those on the south side are partially covered with earth. The present alignment of the road, now Pennsylvania Highway 56, was laid out in the late 1980s.

**Sources:**

Stephenson, Clarence D. *Buena Vista Furnace*. Marion Center, PA: privately published, 1968.

\_\_\_\_\_. *Indiana County 175th Anniversary History*, vols. 1 and 2. Indiana, PA: A.G. Halldin, 1989.

**Buffalo, Rochester & Pittsburgh Railway: Creekside Railroad Bridge**

B&P RR at Crooked Creek, 1 mile south east of Creekside, Washington Township

USGS Quad: Ernest (1:24000) UTM: 17/652250/4504300

**DESCRIPTION:** This steel Pratt through-truss bridge was constructed for the Buffalo, Rochester & Pittsburgh Railway, probably in 1903. The single-span truss is supported by stone abutments. The bridge is 150' long and 20' wide. Substructure material is stone.

## Transportation

**HISTORY:** This bridge was built for the Buffalo, Rochester & Pittsburgh Railway about 1903 to span Crooked Creek, when the 17-mile Ridge Branch of the BR&P was built between Creekside and Iselin. The bridge plates have been stolen, and no other information was found. It was likely constructed by the American Bridge Company, which built a similar bridge at Kimmel seven miles northeast. The trackage is now leased by a regional operator, the Buffalo & Pittsburgh.

### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## **Buffalo, Rochester & Pittsburgh Railway: Creekside Railroad Bridge over McKee Run**

CSXT Railroad at McKee Run, Creekside Borough

USGS Quad: Ernest (1:24000) UTM: 17/652975/4504575

Construction Date: ca. 1903

**DESCRIPTION:** Spanning McKee Run in Creekside Borough is a small double-arched reinforced concrete bridge, built by the Buffalo, Rochester & Pittsburgh Railway about 1903. The bridge, roughly 60' long and 15' wide, is carried on two semicircular arches of reinforced concrete. The eastern or upstream face has a battered concrete section at center, reinforced with an iron prow, to protect against debris carried down the stream in floods. Nevertheless, the upstream face is considerably damaged by washouts of the concrete, though not so much as to endanger the stability of the bridge.

**HISTORY:** This double-span reinforced concrete bridge over McKee Run in the borough of Creekside was built by the Buffalo, Rochester & Pittsburgh Railway between 1902 and 1904 as the BR&P extended its lines from Creekside southwest to new Rochester & Pittsburgh Coal & Iron Company coal fields in the Elders' Ridge field around Iselin. The Ridge Division was completed in 1904, and the bridge apparently dates from this period. The bridge remains in use, though the railroad is now a part of the Buffalo & Pittsburgh Railroad.

### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## **Buffalo, Rochester & Pittsburgh Railway: Cummings Dam**

1/2 mile north of Ernest, Rayne Township

USGS Quad: Ernest (1:24000) UTM: 17/654977/4505800

Construction Date: 1908

**DESCRIPTION:** Cummings Dam, built in 1908, is a concrete fixed-crest gravity-type dam built to provide water for steam locomotives at the Buffalo, Rochester & Pittsburgh Railway rail yards once located at Creekside one-half mile west. The dam is 445' long, 30' high, 15' wide at the base and 6' wide at the top. It incorporates an integral 58' low flow spillway with a paved plunge apron below. Outlets are high-level and low-level 24" cast-iron blow-off pipes. The valves, which are never opened, could theoretically open upper sluices for depth control or the low-level draw-off to drain the lake in case of an emergency. The reservoir is roughly twelve acres, and contains 159 acre-feet of water. The upper level of the lake has some problems with siltation, and there is some surface cracking on the dam. The impounded reservoir now serves as the central attraction for a county park.



**Photo 58.** Cummings Dam. Photo by Richard Quin.

**HISTORY:** Cummings Dam was constructed for the Buffalo, Rochester & Pittsburgh Railroad to provide a source of water for steam locomotives in the railroad's yards at Creekside. The dam was completed in 1908 and enlarged in 1912. After the use of steam locomotives ceased, the lake was no longer needed to fulfill its original purpose. It now serves as a county recreation area, Blue Spruce Park.

**Sources:**

Gera, Mark J. "Cummings Dam Annual Inspection Report, 1989." Latrobe, PA: Gibson Thomas Engineering Company, 9 October 1989.

"Phase I Report, Blue Spruce Dam." National Dam Inspection Program report N.D.I. PA-289, D.E.R. I.D. 32-1. Indiana, PA: Reschini Agency, Inc., 1 July 1986.

**Buffalo, Rochester & Pittsburgh Railway: Ernest Mines Railroad Bridge**

At abandoned Ernest Mines Site, 1/4 mile WSW of Ernest, Rayne Township

USGS Quad: Bolivar (1:24000) UTM: 17/654050/4504200

**DESCRIPTION:** Spanning McKee Run in the midst of the Rochester & Pittsburgh Coal & Iron Company mine complex at Ernest is an abandoned iron or steel railroad bridge erected about 1903 for the Buffalo, Rochester & Pittsburgh Railway, connecting the two parts of the mine on either side of the creek. The bridge is an unusual modified Baltimore through truss structure with side and sub-struts and box ends. The skewed bridge has four panels on the north side and three on the south, allowing the rail line to cross McKee Run at an angle. The span is approximately 120' long by 17' wide, and is roughly 25' in height, with substructure material of stone and reinforced concrete.





Photo 59. Ernest Mines Railroad Bridge. Photo by Jet Lowe.

**HISTORY:** The Buffalo, Rochester & Pittsburgh Railway was extended into Indiana County in 1903 and 1904 from Jefferson County, reaching the Rochester & Pittsburgh Coal & Iron Company's new mine operation at Ernest in late 1903. This bridge, which connected the two divisions of the mine complex, probably dates from this period. The mines continued in operation until 1965, and the connecting rail line was likely closed at this point or afterwards. Today, the bridge is poorly maintained and may be removed for its salvage value.

**Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

**Buffalo, Rochester & Pittsburgh Railway: Goodville Railroad Overpass**

CSXT Railroad at LR32111, 3 miles NW of Smicksburg, West Mahoning Township

USGS Quad: Dayton (1:24000) UTM: 17/651900/4527750

Construction Date: 1923

**DESCRIPTION:** This small deck girder bridge near the old community of Goodville in northwestern West Mahoning Township was built in 1923 for the Buffalo, Rochester & Pittsburgh Railway. The short 25' steel deck girder, spanning LR32111, rests on stone abutments to either side of the road, the roadway spanned is 18' wide, and the single track carried on the girders is 9' wide. A ravine immediately to the west is spanned by an embankment with a stone culvert underneath.



**HISTORY:** This section of the Buffalo, Rochester & Pittsburgh Railway was constructed through northern West Mahoning Township in 1899. This bridge is an early replacement, built in 1923 by the American Bridge Company.

**Sources:**

Plaque on bridge.

**Buffalo, Rochester & Pittsburgh Railway: Indiana Depot**

1125 Philadelphia Street, Indiana Borough, Indiana County, Pennsylvania

USGS Quad: Elderton (1:24000) UTM: 17/665500/4498350

Construction Date: 1904

**DESCRIPTION:** The flared hipped roof, wide eaves and wooden roof braces identify this structure as an example of the Vernacular Railroad style, employed by railroad companies for local train stations. Measuring 86' x 28', this one-story structure is now used for commercial purposes but has sustained only minor exterior alterations. These include the addition of a wraparound deck and handrail abutting the south side of the structure, the addition of air conditioning and smoke vents on the north side of the roof, and the addition of asphalt roof shingles. The wood cladding, dormers, and multi-pane windows are all original features. Inside, the easternmost half of the building has been converted into a kitchen. In the western part, which houses a dining area, the original ticket booth remains intact. The dining area also features a working model train and railroad that circles the room. Associated with this resource is a gas station now used for storage. Its facade has been altered in order to resemble the depot. Knee braces were added as well as a second story with hipped roof. There are no other associated buildings. Located in a C-2, General Business and Commercial Zone, there are no known threats to the structure.

**HISTORY:** The Indiana Train Station, erected in 1904, was associated with the Buffalo, Rochester & Pittsburgh Railway, one of many railroad lines constructed in Indiana County during the growth of the coal mining industry. The Buffalo, Rochester & Pittsburgh Railway was formed in 1884 from the financially troubled Rochester & Pittsburgh Railroad. The BR&P Railway came to Indiana County at the turn of the century to exploit the rich bituminous coal fields of Indiana County. The first passenger train arrived in 1904, and service continued there until 1950. The station has recently been restored and converted to The Train Station Restaurant.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-IN-30, by Tracy E. Frampton and Jodie Molnar Hedrick, 16 December 1988.]

**Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## Transportation

### **Buffalo, Rochester & Pittsburgh Railway: Jacksonville Depot complex**

Pennsylvania Highway 286, south of Jacksonville Borough, Black Lick Township

USGS Quad: McIntyre (1:24000) UTM: 17/645700/4489140

Construction Date: 1913

**DESCRIPTION:** The Jacksonville extension of the Buffalo, Rochester & Pittsburgh Railway was built in the early 1910s. At Jacksonville (Kent Post Office), a depot was built in 1913, along with a coaling station and water tank.

The depot is a characteristic "Railroad Style" structure distinguished by an overhanging flared hipped roof supported at the open eaves by heavy brackets. Half-hipped dormers are located on either side. The walls are clad in stained wooden shingles and aluminum and synthetic stone siding. Many of the original doors and windows have been changed, and the platforms have been removed. An addition has been added to the southeast side. The interior has fared fairly well, retaining original wainscot, cased openings, and some detail work. Fifty feet behind and to the southeast, on the route of the former siding, are concrete footings for a railroad water tank, now removed.

One hundred yards southwest of the depot are the ruins of a coaling tipple. Here, a spur line passed under a metal coaling tipple, now removed. Remaining are a stone retaining wall and six reinforced concrete pylons which once anchored the tipple. Surrounding the site is a large boney and cinder pile. The tipple was used to fuel the steam locomotives that ran on this section.

**HISTORY:** The Buffalo, Rochester & Pittsburgh Railway built the Ridge Division between Creekside and Elders Ridge in 1903 and 1904. The Jacksonville branch line was built in 1906. These were coal lines, built to serve Rochester & Pittsburgh Coal Company-controlled mines in the area; passenger service was a secondary matter, but trains were provided. This depot dates from 1913, as indicated by a date cast in the concrete sidewalk. Passenger service on the Ridge Division continued until 1925. The former depot has been adapted as a tavern.

#### Sources:

Cramer, Jayne E. Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-BL-07, Jacksonville Depot, 24 March 1986.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### **Buffalo, Rochester & Pittsburgh Railway: Josephine Railroad Overpass**

CSXT RR at Blacklick-Josephine Road (Pauline Street), Josephine, Burrell Township

USGS Quad: Bolivar (1:24000) UTM: 17/653850/4482150

Construction Date: 1922

**DESCRIPTION:** This small deck girder overpass was constructed to carry the Buffalo, Rochester & Pittsburgh Railway over the Blacklick-Josephine Road. The steel girders measure 36' long and span 30' across the road. Ends rest on reinforced concrete abutments.

**HISTORY:** A plaque on the bridge states that it was built in 1922 by the American Bridge Company. The line at the time was owned by the Buffalo, Rochester & Pittsburgh Railway, but within a decade that

railroad came into the control of the Baltimore & Ohio system. The trackage is now leased by a regional short-line operator, the Buffalo & Pittsburgh.

Sources:

Plaque on bridge.

**Buffalo, Rochester & Pittsburgh Railway: Kimmel Railroad Bridge**

B&P RR at Crooked Creek, 1/5 mile south of Kimmel, Rayne Township

USGS Quad: Ernest (1:24000)

UTM: 17/657100/4508230

Construction Date: 1903

**DESCRIPTION:** This Baltimore & Ohio Railroad bridge over Crooked Creek near Chambersville is an example of a Pratt through-truss bridge using stone substructure material. The Pratt Truss system was one of the two most popular truss systems used on American metal truss bridges. (The Warren truss was the other.) On Pratt Truss bridges, vertical members act in compression and horizontal members act in suspension.

Built in 1903 by the American Bridge Company, the railway bridge is in excellent condition. Although it is seldom used, the railroad has not been abandoned altogether. The bridge measures 125' long by 17' wide, rests on stone abutments, and carries a single track.

**HISTORY:** This resource was surveyed because it is a fine example of a Pratt Truss railroad bridge. The Pratt Truss was patented in 1844 by Thomas and Caleb Pratt. By the early twentieth century, it and the Warren truss were the most common type of bridge construction.



**Photo 60.** Kimmel Railroad Bridge. Photo by Richard Quin.

## Transportation

The Buffalo, Rochester & Pittsburgh Railway constructed a railroad from Punxsutawney to Indiana between 1902 and 1904, with the purpose of exploiting the rich coal fields of the county. By 1903 the tracks had been laid south of Chambersville, and the Kimmel Bridge was built. The final stage of construction was completed with the opening of the White's Hill tunnel just north of Indiana in 1904.

In 1928 the Buffalo, Rochester & Pittsburgh Railway was sold to O.P. and M.J. Van Sweringen of Cleveland for \$11 million. The Sweringens, in turn, agreed to sell the BR&P Railroad to the Baltimore & Ohio Railroad in 1929. The Interstate Commerce Commission authorized the sale in 1930 and B&O formally took over the operation in 1932. The trackage is now leased by a regional operator, the Buffalo & Pittsburgh.

### Sources:

FIA Flood Hazard Boundary Maps, Township of Rayne, PA. Washington, D.C.: Department of Housing and Urban Development, 17 January 1975.

Frampton, Tracy Edwin and Jodie Molnar Hedrick. Pennsylvania Historical and Museum Commission. Pennsylvania Historic Resource Survey Form 063-RA-9, "Kimmel Railroad Bridge," 31 January 1989.

Plaque on bridge.

*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania.* Gloria Berringer, Director, 7 September 1979.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## Buffalo, Rochester & Pittsburgh Railway: Mahoning Creek Trestle

CSXT Railroad at Mahoning Creek, near Goodville, West Mahoning Township

USGS Quad: Dayton (1:24000) UTM: 17/650970/427640

Construction Date: 1899

**DESCRIPTION:** This immense structure carries the CSXT Railroad over Mahoning Creek in northwest West Mahoning Township. This 1899 iron trestle bears a single track line across nine spans for 1000'; the trestle is roughly 20' wide. There are nine spans, with the length of the main span measuring 120'. All spans but the central span are deck girder sections, and the center span is a Warren deck truss. The latticework iron bents rest on reinforced concrete piers. Stone abutments at the sides anchor the trestle to either bank. A farm road crosses under the west side of the trestle.

**HISTORY:** This trestle was built for the Buffalo, Rochester & Pittsburgh Railway by A&P Roberts, Pencoyd Iron Works, in Pencoyd, Pennsylvania. It is the largest structure of its type in Indiana County, and significant in the county's transportation history. The line it carries was part of a BR&P line connecting Punxsutawney and Dayton that was constructed in 1899.

### Sources:

Plaque on bridge.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.



Photo 61. Mahoning Creek Trestle. Photo by Jet Lowe.

**Buffalo, Rochester & Pittsburgh Railway: McKee Run Bridge**

CSXT Railroad at McKee Run, next to PA highway 954 crossing, 1/2 mile southeast of Ernest Borough

USGS Quad: Ernest (1:24000) UTM: 17/655920/4503975

Construction Date: 1903

**DESCRIPTION:** This small railroad bridge spanning McKee Run was constructed by the American Bridge Company in 1903. The single span steel plate girder bridge measures 60' in length and 15' in width. It rests on reinforced concrete abutments, and carries a single track of the present CSXT railroad line between Ernest and Indiana.

**HISTORY:** The American Bridge Company built this simple bridge for the Buffalo, Rochester & Pittsburgh Railway, which extended service into Indiana County from Jefferson County in 1903, reaching Indiana the following year. In 1932 the line became the property of the Baltimore & Ohio Railroad. It now is part of the Buffalo & Pittsburgh Railroad, and remains in occasional use today.

**Sources:**

American Bridge Company plaque on bridge, 1903.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana: A.G. Halldin, 1989.

## Transportation



**Photo 62.** Mahoning Creek Trestle. Photo by Jet Lowe.

### **Buffalo, Rochester & Pittsburgh Railway: North Point Railroad Bridge**

CSXT Railroad at Mahoning Creek, West Mahoning Township

USGS Quad: Valier (1:24000) UTM: 17/658450/4530010

Construction Date: 1927

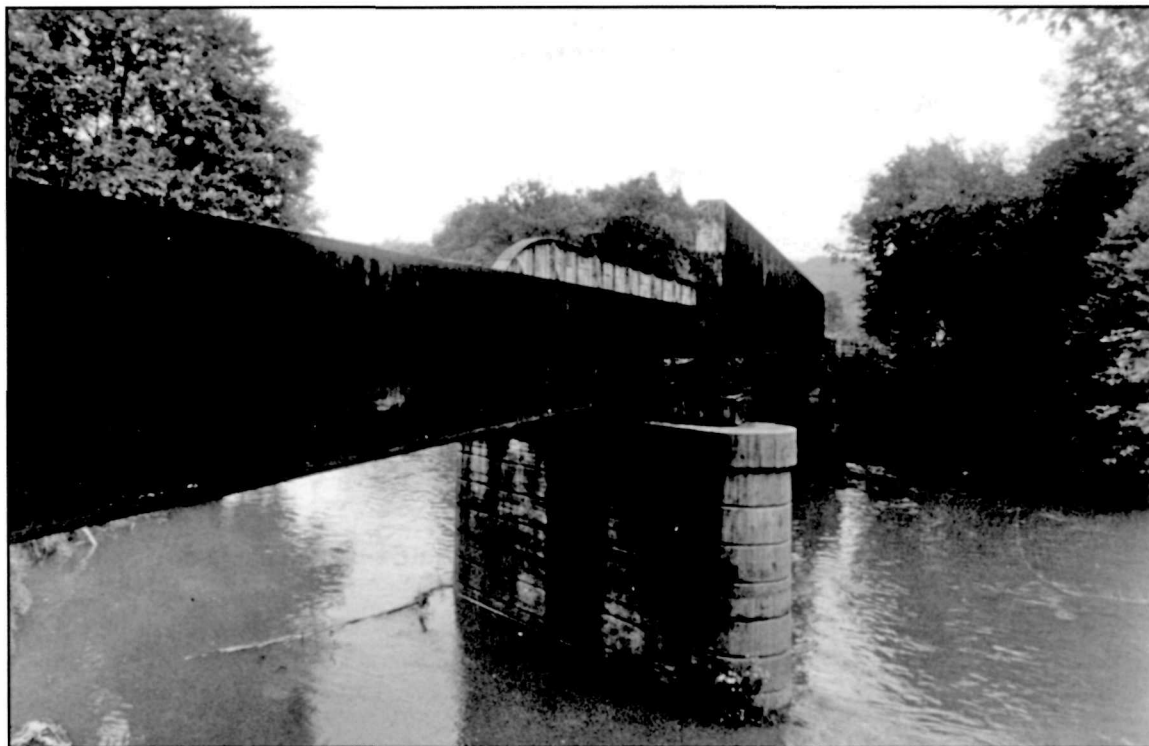
**DESCRIPTION:** This three-span deck and plate girder bridge carries the CSXT railroad tracks over Mahoning Creek near the village of North Point. The 1927 bridge consists of three sections, a plate girder central span joined at either side by deck girder spans. The bridge rests on stone and reinforced concrete abutments and skewed reinforced concrete piers. The main central span measures 100' in length, and stands 18' above the creek.

**HISTORY:** This rail line was opened by the Buffalo, Rochester & Pittsburgh Railway at the end of the nineteenth century. This bridge was constructed by the American Bridge Company in 1927 as a replacement for an earlier span. The rail line is now controlled by the Buffalo & Pittsburgh Railroad, a short-line regional carrier.

#### **Sources:**

Plaque on bridge.





**Photo 63.** North Point Railroad Bridge. Photo by Scott Brown.

**Buffalo, Rochester & Pittsburgh Railway: Old 119 Railroad Overpass**

CSXT Railroad at Old Pennsylvania 119, 3 miles N of Homer City, Center Township

USGS Quad: Indiana (1:24000) UTM: 17/655375/4494300

Construction Date: 1921

**DESCRIPTION:** This small deck girder bridge, measuring 40' in length and 12' in width, crosses over old Pennsylvania Highway 119 between Homer City and Indiana. It is typical of the smaller bridges built by the American Bridge Company. This bridge carries one track of the CSXT Railroad over the road at an angle. The two steel girders bearing the rail line are supported by reinforced concrete abutments with angled wing walls. The line remains in active use, providing access to an industrial park at Homer City.

**HISTORY:** This bridge was built in 1921 by the American Bridge Company. The railroad was originally the Buffalo, Rochester & Pittsburgh, which in 1930 became a part of the Baltimore & Ohio system. The trackage is now leased by a regional operator, the Buffalo & Pittsburgh.

Sources:

Plaque on bridge.

## Transportation

### **Buffalo, Rochester & Pittsburgh Railway: Shelocta Depot**

North Side Pennsylvania Highway 422, 1/2 mile east of Shelocta Borough, Armstrong Township

USGS Quad: Elderton (1:24000) UTM: 17/645025/4501630

Construction Date: ca. 1904

**DESCRIPTION:** The Buffalo, Rochester & Pittsburgh Railway Depot at Shelocta is a small one-story frame building that measures 75' x 20'. The depot is constructed on a stone foundation and is topped by a flared hipped roof of composition shingles. The structure is clad in cove weatherboard siding set above exterior vertical boarded wainscot. A small signal station section projects from the near center of the southeastern side along the tracks. The overhanging roof eaves are supported by heavy brackets, characteristic of the so-called "railway style" of architecture. The depot has been altered by changes of doors and closure of several windows. A small two-room shed privy is located at the northeast end. The original siding which ran adjacent to the depot has been removed, but the main track one-hundred feet southeast still carries freight traffic.

**HISTORY:** This small depot at Shelocta served the Buffalo, Rochester & Pittsburgh Railway's Ridge Branch, which connected the newly developed coal fields around Iselin with the main line of the BR&P at Creekside. The BR&P built a new bridge over Crooked Creek near Shelocta and located this small passenger station one mile east of the village. The seventeen-mile extension, which cost \$677,000, was finished in 1904. Service continued only two decades; the BR&P ran its last passenger train through Shelocta in 1925. The freight tracks are now owned by CSX Transportation. The depot now serves as an Assemblies of God mission.

#### Sources:

Jayne Cramer. Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-AR-03, Shelocta Depot, 21 November 1985.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### **Buffalo, Rochester & Pittsburgh Railway: White's Hill Tunnel**

1/2 mile north of Indiana, White Township

USGS Quad: Ernest (1:24000) UTM: 17/655825/4500125

Construction Date: 1902-04

**DESCRIPTION:** The Buffalo, Rochester & Pittsburgh Railway tunnel through White's Hill is a single track tunnel one mile north of Indiana. The tunnel is cut through shale formations in the hill and has been "arched" or shotcreted for its full length. Portals are of reinforced concrete construction, each with a semicircular topped opening for the trains. Above the openings are simple molded cornices. Concrete date plates are located at the top of the arch; unfortunately, these have been shot up by vandals and are no longer legible. To either side of the tunnel, low stone retaining walls line the approach cuts. One-hundred yards south of the south portal, a switch opens a second line to Indiana.

**HISTORY:** In 1902 the Buffalo, Rochester & Pittsburgh Railway began extending its line from Jefferson County into Indiana County. The line was to connect Punxsutawney with the new Rochester & Pittsburgh Coal & Iron Company mines being developed at present Ernest, and to continue on to Indiana Borough



**Photo 64.** White's Hill Tunnel (north portal). Photo by Scott Brown.

and a connection with the Pennsylvania Rail Road. Construction of a tunnel through White's Hill just north of the county seat was required for the final section, between Ernest and Indiana. Contractor James H. Corbett began construction of the tunnel late in 1902. During construction there were two cave-ins, but the tunnel was repaired and put into service in 1904. The tunnel is now used by the Buffalo & Pittsburgh Railroad.

**Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
Interview with William F. Graff, Blairsville, Pennsylvania, 16 August 1990.

### **Campbell's Mill Bridge Site**

SR 2016 at Campbell's Mill site, 2 miles W of Black Lick, between Burrell and Black Lick townships  
USGS Quad: Bolivar (1:24000) UTM: 17/450400/4481300  
Construction Date: ca. 1804

**DESCRIPTION:** One stone pier with reinforced concrete cap survives. Abutments may be present, but their locations are cloaked in vegetation and silt. One pier is in good condition.

**HISTORY:** The first bridge on this location was built about 1804. A covered wooden bridge was constructed here by George Trucks in 1824. It was swept away in an 1888 flood, and was replaced by a 187' long iron bridge, built by the Pittsburgh Bridge Company. The present high concrete bridge was built in 1953 in response to the Conemaugh River Lake project, whose waters would back up Black Lick

## Transportation

Creek to cover the old bridge, which was located just downstream. One pier, of stone and reinforced concrete, was left in midstream. According to informants, this was a metal truss bridge. Campbell's Mill, which stood at the site, washed away in the 1936 flood.

### Sources:

Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. Listing of All Indiana County Bridges 20 Feet and Greater. Harrisburg, PA: 23 August 1990.  
Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 1 and 2. Indiana, PA: A.G. Halldin, 1989.

## Cast Concrete Bridges (various)

### Various locations

USGS Quad: Saltsburg (1:24000)

SR 32002 at Federal Laboratories UTM: 17/637150/4482450

SR 32002 at Elders' Run UTM: 17/637025/4484025

USGS Quad: Ernest (1:24000)

Creekside Borough, 1/4 mile NW of PA 954 UTM: 17/652375/4505250

PA 954 at Chambersville UTM: 17/655900/4508100

**DESCRIPTION:** A large number of precast or partly prefabricated concrete bridges were observed during the inventory. Four of these were recorded as examples.

Two bridges on the road north from Tunnelton (LR 32002) were inventoried. A small 1934 span outside the fence of Federal Laboratories measures 10' long by 23' wide; it rests on coursed sandstone abutments. The precast side guard rails have ten rounded-top openings on each side, corbeled caps, and corbeled end posts. A similar bridge was built the same year one mile north across Elders Run; it is 21' long by 23' wide. Very small cast concrete bridges were noticed at Creekside and Chambersville. These were simple 6' long concrete slabs with the dates 1921 and 1928 respectively cast in the side walls. The guard walls are roughly 4' high.

**HISTORY:** Many bridges of the first design are located in the county, ranging from 10' to more than 200'. Many of these were constructed by the Pennsylvania Department of Highways, as indicated by small metal plaques. The two smaller cast concrete bridges were observed in Rayne and Washington townships; other examples are likely located elsewhere in the county.

### Sources:

Plaques or dates on bridges.

Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. "Listing of All Indiana County Bridges 20 Feet and Greater." Harrisburg, PA: 23 August 1990.

## Cherry Tree and Dixonville Railroad: Cherry Tree Railroad Bridge

Conrail at Cush Cushion Creek, Cherry Tree Borough

USGS Quad: Barnesboro (1:24000) UTM: 17/685300/4510400

Construction Date: 1917

**DESCRIPTION:** This small steel bridge carries Conrail's Cherry Tree and Kinport Branch over Cush Cushion Creek just above its confluence with the West Fork of the Susquehanna River in Cherry Tree

borough. The 1917 deck girder bridge is 44' long, 14' wide, and is constructed on stone and concrete abutments.

**HISTORY:** The first railroad proposed for the Cush Cushion Creek valley was the Pittsburgh & Eastern, which in 1898 was to have travelled up the Susquehanna valley from Burnside to Cherry Tree, then up Cush Cushion and over to Pine Flats, then down Yellow Creek and on to Saltsburg. The line was not completed and the company sold out to the New York Central. In 1903, the New York Central Railroad and the Pennsylvania Railroad began construction of a jointly-operated line, the Cherry Tree and Dixonville Railroad, following the Cush Cushion Creek valley out of Cherry Tree. The line was completed by 1905. Apparently an earlier bridge was once located here. The present bridge was constructed in 1917.

**Sources:**

Consolidated Rail Corporation. Conrail List of Undergrade and Overgrade Structures in Specified Counties. Philadelphia: Consolidated Rail Corporation, 1988.  
Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

**Cherry Tree & Dixonville Railroad: The Loop**

1/2 mile northeast of Commodore, Green Township  
USGS Quad: Commodore (1:24000) UTM: 17/674900/4510500  
Construction Date: 1905

**DESCRIPTION:** Northeast of Commodore, the Cherry Tree & Dixonville Railroad tracks (now Conrail) make a sharp, nearly 360 degree loop to gain elevation on the line between Commodore and Cherry Tree. The Loop, as it is called, uses two miles of tracks running up both sides of the valley of the North Branch of Crooked Creek to avoid the steep grade which would have been necessitated had the line taken a direct route. On the southwest side of the loop, the tracks cross the creek and a road on a double-arched stone bridge. One mile to the southeast, a cut-off track once enabled lighter trains to avoid the two-mile curve; this quarter-mile section was removed in recent years.

**HISTORY:** The Cherry Tree & Dixonville Railroad was built in the summer and fall of 1905 as a joint venture by the Pennsylvania Rail Road and the New York Central Railroad. "The Loop" was designed to avoid a steep direct grade climb through the hills northeast of Commodore. The curve remains in service; today, the line is part of the Conrail system.

**Sources:**

Bracken, William. "The Cherry Tree and Dixonville Railroad," in Clarence D. Stephenson, editor, *The Clymer-Cherryhill Story*. Clymer, PA: Clymer High School, 1953.  
Interview with Eugene Lockard, retired New York Central RR employee, 9 September 1990.

## Transportation

### Cherry Tree and Dixonville Railroad: Loop Railroad Bridge

On LR0569, 1 mile NE of Commodore, Green Township

USGS Quad: Commodore (1:24000) UTM: 17/674925/4501300

Construction Date: ca. 1905

**DESCRIPTION:** This railroad bridge consists of two semicircular stone arches, one with a slightly larger keystone. The twin arch bridge is almost entirely of large, cut stone except for the brick "ceiling" portion of the arch. The railroad bridge spans both a road (LR0569) and a stream (North Branch of Two Lick Creek). The unaltered bridge is in excellent condition and appears not to be threatened in any way. Conrail now owns the railroad which is still in use.

**HISTORY:** This railroad bridge was built through a joint effort of the New York Central and Pennsylvania railroads. The two rail giants cooperated in this venture in order to tap the lucrative coal fields of Indiana County. By 1905 the rails of the two railroads were interconnected at Cherry Tree and the new joint railroad was named the Cherry Tree and Dixonville Railroad. Several company towns would spring up along the route including Commodore, Shanktown, Starford, Clymer, Dixonville and Heilwood.

The Cherry Tree and Dixonville Railroad was extremely important in the development of Indiana County's early coal industry. Had the railroad not been built, the coal fields of Green, Cherryhill and Pine townships would not have been developed, and the mining towns of Commodore, Starford, Clymer, Dixonville and Heilwood would probably never have existed.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-GE-1, by Tracy E. Frampton and Jodie Molnar Hedrick, 30 March 1989.]

#### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania*. Gloria Berringer, Director, 7 September 1979.

### Claghorn Bridge

Over Blacklick Creek at Claghorn, between West Wheatfield and Brush Valley townships

USGS Quad: New Florence (1:24000) UTM: 17/663100/4483450

Construction Date: ca. 1903

**DESCRIPTION:** Spanning Blacklick Creek at the site of the abandoned coal company town of Claghorn is an impressive three-arched reinforced concrete bridge. The bridge is supported by reinforced concrete abutments with canted wing walls and by two concrete piers. The three spans are shallow segmental arches.

**HISTORY:** Claghorn was a company town of the Lackawanna Coal & Coke Company, which operated other mines upstream at Wehrum and Vintondale. Lackawanna announced the planned development of a coking plant at the new site in 1903. The operation was to have mines, a washing plant, and a crusher. The town and mines were named "Claghorn" after Clarence Claghorn, superintendent of the mines.



Operations here shut down in 1923, and the coke ovens were apparently never built. The company town was completely dismantled.

This bridge was constructed to connect the town and mines on both sides of the creek with Heshbon, a mile west down Black Lick Creek, and northeast to the Indiana-Armagh Road near Brush Valley. The section of the road at Claghorn, including the bridge, has been abandoned. This bridge was not visited during the survey because roads were closed in the area; information was taken from 1989 photographs provided by Denise D. Weber of Indiana.

Sources:

"Historical Society Discovers Many 'Ghost Towns' in County." *Indiana Evening Gazette*, 14 April 1958.

Interview with Denise D. Weber, Vintondale, Pennsylvania July 1990.

Photographs of Claghorn Bridge, taken by Michael Weber, October 1989.

### **Clymer Bridge**

PA 403 at Two Lick Creek, Clymer Borough

USGS Quad: Clymer (1:24000) UTM: 17/667780/4503750

Construction Date: 1934

**DESCRIPTION:** Carrying Pennsylvania Highway 403 over Dixon's Run in Clymer is a steel truss bridge. The steel bridge is comprised of a single modified Parker pony truss. The riveted bridge measures 122' long by 32' wide at a height of 15', and rests on reinforced concrete abutments. Mill marks on the steel members indicate that they were made by the Jones & Laughlin Steel Works.

**HISTORY:** This bridge was constructed by the Pennsylvania Department of Highways in 1934.

Sources:

Plaque on bridge.

Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. "Listing of All Indiana County Bridges 20 Feet and Greater." Harrisburg, PA: 23 August 1990.

### **Cokeville Bridge Piers**

Between Burrell Township, Indiana County, and Derry Township, Westmoreland County

USGS Quad: Blairsville (1:24000) UTM: 17/648000/4475725

Construction Date: 1937

**DESCRIPTION:** This bridge originally consisted of four steel Parker pony trusses, each 120'-6" in length. The distance between the piers is 114' between the middle piers and 115' between the outer piers and the abutments. The overall width of the bridge was 31', roadway width 20', and sidewalk width 5'. Three stone piers and two low abutments are all that remain of the bridge that spanned the Conemaugh River between Blairsville and the former site of the town of Cokeville. The piers are of limestone construction and are topped with concrete caps; they are 30' x 6' in dimension, and extend 28' above mean water level. The abutments at the northwest and southeast ends, now cloaked in silt and vegetation, are of similar stone construction and also topped with concrete caps. The bridge was destroyed when

## **Transportation**

the community of Cokeville was obliterated about 1950 for floodplains and easements for the U.S. Army Corps of Engineers Conemaugh River Lake.

**HISTORY:** The first bridge over the Conemaugh River at Coketon, later known as Cokeville, was erected in 1884 and 1885. This iron bridge was constructed by the Morse Bridge Company of Youngstown, Ohio, at a cost of \$17,600; it was 472' long. It served only about a year before it was demolished by a tornado in 1886. Its replacement fared little better, being destroyed by the Johnstown Flood in 1889. The Pittsburgh Bridge Company repaired the bridge the same year.

The bridge was again destroyed in 1936. A temporary replacement pedestrian bridge was erected that summer by the Farris Construction Company, Pittsburgh, and residents complained that it was inadequate. An automobile ferry, run by G.W. Horell, began operations the same year. The last bridge at Cokeville was built in 1937 at a cost of \$89,000. At 490', it was the longest bridge ever to span the Conemaugh River. Final impoundment of the reservoir led to its demolition about 1950.

### **Sources:**

- Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.
- U.S. War Department, Army Corps of Engineers. Map of Cokeville. Flood Control Program, Conemaugh River Reservoir, Sheet 77, March 1939. Copy at the Historical Society of the Blairsville Area, Blairsville.
- Interview with Ruth Miller, Historical Society of the Blairsville Area, 5 July 1990.

## **Creek Road Bridge**

Creek Road [T-472], 1 mile SW of Five Points, Washington Township  
USGS Quad: Ernest (1:24000) UTM: 17/648250/4509020  
Construction Date: 1936

**DESCRIPTION:** This small Pratt pony truss bridge across the South Branch of Plum Creek is 63' long and 14' wide, and rests on stone abutments at either end. The bridge is of combination pin and rivet connection.

**HISTORY:** The bridge plates were stolen from this bridge, and no other information was found. Information may exist in county road records. The Pennsylvania Department of Transportation states that the bridge was constructed in 1936.

### **Sources:**

- Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. "Listing of All Indiana County Bridges 20 Feet and Greater." Harrisburg, PA: 23 August 1990, 1.

## **Creek Road Bridge**

On Creek Road, 1 mile SW of Smicksburg, West Mahoning Township  
USGS Quad: Plumville (1:24000) UTM: 17/656600/4523010  
Construction Date: 1900

**DESCRIPTION:** One mile southeast of Smicksburg, a pinned and riveted Pratt through truss carries Creek Road across Little Mahoning Creek. The single-span iron bridge is 105' long and 15' wide; it



**Photo 65.** Creek Road Bridge. Photo by Richard Quin.

stands 13' above the water. The pinned and riveted truss is 17' high, and rests on coursed ashlar sandstone abutments. The deck is surfaced with wooden boards, laid laterally.

**HISTORY:** The Pennsylvania Department of Transportation's inventory indicates that this bridge was constructed in 1900. The bridge plate has been stolen; however, the impression that remains suggests that the bridge might have been built by the Nelson & Buchanan Company of Chambersburg, Pennsylvania, builders of the Goodville Bridge three miles northwest. Plaques on that bridge are of the same shape as that which was once attached to this structure.

**Sources:**

Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. "Listing of All Indiana County Bridges 20 Feet and Greater." Harrisburg, PA: 23 August 1990.

**Creekside Wooden Bridge**

Bash Road at CSXT RR, Creekside Borough  
 USGS Quad: Ernest (1:24000) UTM: 17/652640/4504500  
 Construction Date: ca. 1903

**DESCRIPTION:** A rare surviving king-post truss bridge carries Bash Road over the CSXT Railroad tracks at Creekside. This bridge is 120' long, 18' wide, and 30' high and is supported by four sets of wooden bents braced by wooden diagonals. At the center, over the single track, is a 22' king-post truss,

## Transportation

with a metal central reinforcing bar; the deck at this section is comprised of wooden planks overlaid with asphalt. To either side, wooden deck sections join the central truss with wooden abutments at the ends.

**HISTORY:** This unusual wooden bridge, the only one of its type inventoried in the county, probably dates from 1903 or 1904, when the Buffalo, Rochester & Pittsburgh Railway extended its tracks from its main line at Creekside southwest to the new coal fields around Iselin. It remains in service today. The BR&P tracks below are now controlled by CSX Transportation.

### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## Dilltown Bridge

Pennsylvania Highway 403 at Blacklick Creek, between East Wheatfield and Buffington townships

USGS Quad: New Florence (1:24000) UTM: 17/669400/4481350

Construction Date: 1924



**Photo 66.** Dilltown Bridge. Photo by Richard Quin.

**DESCRIPTION:** The Dilltown Bridge, spanning Blacklick Creek between East Wheatfield and Buffington townships in the village of Dilltown, is a concrete filled arch bridge of two spans measuring 165' long and 20' wide. Each of the graceful arches is approximately 60' long. The height of the parapet railing varies but is about 2.8' above the curve. The railing has an incised rectangular design. Pennsylvania Highway 403 is carried by the bridge.

**HISTORY:** The Dilltown concrete arch bridge was built in 1924 by the Farris Engineering Company of Pittsburgh, Pennsylvania. H.C. McCrea was Indiana County Engineer at the time, and let the contract.

**Source:**

Plaque on bridge.

### **Goodville Bridge**

Over Mahoning Creek, at confluence with Little Mahoning Creek, 3 miles NW of Smicksburg, West Mahoning Township  
USGS Quad: Dayton (1:24000) UTM: 17/651960/4528550  
Construction Date: 1900

**DESCRIPTION:** This bridge across Mahoning Creek at its confluence with Little Mahoning Creek was constructed in 1900. The bridge has two modified Pratt pony trusses, each 87' long, for a total bridge length of 174'; the bridge is 18' wide. It rests on stone abutments with wing walls and a central stone pier. Mill marks indicate that the steel members were made by the Carnegie Works. Pin connections and rivets hold the bridge together. When surveyed in September 1990, a substantial log jam against the bridge posed some threat. A four-ton limit is posted for this structure.

**HISTORY:** The Nelson & Buchanan Company of Chambersburg, Pennsylvania, designed and built this steel truss bridge in 1900.

**Sources:**

Plaques on bridge.

### **Grafton Bridge Piers**

1/4 mile W of Black Lick, between Burrell and Black Lick townships  
USGS Quad: Bolivar (1:24000) UTM: 17/652300/4481675

**DESCRIPTION:** Two piers from the bridge remain, one intact. The abutments may be intact, but were cloaked in silt in vegetation when observed. Just north of the new Blacklick Creek bridge on the road to Grafton west of the village of Black Lick are two piers from the former bridge. The two piers are of stone and reinforced concrete construction. The west pier is largely intact and stands about 12' above the creek. The east pier has partially collapsed. The west abutment is intact; the south abutment is cloaked in vegetation and may survive as well. No information on the superstructure was obtained.

**HISTORY:** A new concrete bridge was built just downstream from this bridge in 1956. It may have been necessitated by the Conemaugh Dam project, as the bridge is located near the head of the reservoir backwaters on Blacklick Creek. The bridge linked the villages of Grafton and Black Lick.

**Sources:**

Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. "Listing of All Indiana County Bridges 20 Feet and Greater." Harrisburg, PA: 23 August 1990.

## **Transportation**

### **Grey's Run Bridge**

Crossing Grey's Run, 100 yds NE of Blacklick Creek, Blacklick Township

USGS Quad: Blairsville (1:24000) UTM: 17/646500/4481275

Construction Date: Before 1878

**DESCRIPTION:** This small single arch stone masonry bridge is located approximately one hundred yards above Blacklick Creek on Grey's Run. The small bridge carried a one-lane road across the small branch. The bridge is approximately 45' long and 18' wide; it has a single semicircular arch of approximately 14'. The southeastern corner of the bridge has washed out, and the frail and abandoned bridge will likely collapse in a few years.

**HISTORY:** This bridge was present as early as 1878, when it is indicated on an old map. It was abandoned by the 1940s, and the road that once utilized it was subjected to periodic flooding following the completion of the U.S. Army Corps of Engineers' Conemaugh Dam in 1952. The bridge is in poor condition; however, it is one of only a handful of surviving stone bridges in the county.

#### **Sources:**

Bill Graff. "A Tale of Two Bridges Links Blacklick and Conemaugh River Spans." *Indiana Gazette*, 2 September 1978.

### **Harmon Bridge**

Donahue Road [T-488] 1/4 mile southeast of SR 4006, Washington Township

USGS Quad: Ernest (1:24000) UTM: 17/654075/4510620

Construction Date: 1910

**DESCRIPTION:** The Harmon Bridge on Donahue Road (Township Road 488) across the South Branch of Plum Creek employs the Town Lattice Truss. The 53' long bridge is set on stone abutments, is clad in vertical board wooden siding, and has a gabled terne metal roof. It is 15' wide and 18' high. A new wood and concrete bridge was recently constructed just upstream of the bridge, so there is little threat to the bridge at present.

**HISTORY:** The Harmon Bridge near Willet was built in 1910 by John R. Carnahan under a contract awarded by Thomas Pealer, county engineer. The bridge cost \$525, and was named for nearby farmer and Civil War veteran J.S. Harmon. It uses the Town Lattice Truss, patented by architect Ithiel Town in 1820. One of only four surviving covered bridges in Indiana County, the bridge is listed in the National Register of Historic Places for its local significance to the county in transportation.

#### **Sources:**

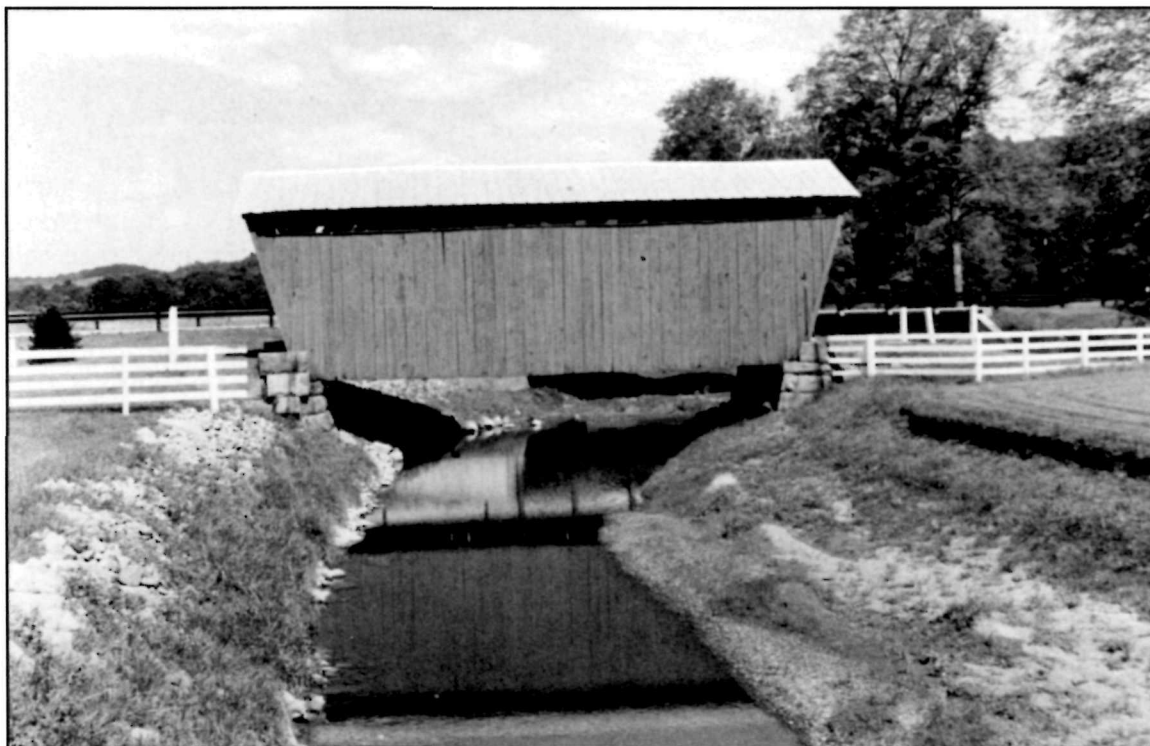
Cramer, Jayne E. Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-WA-01, Harmon Bridge, 4 November 1986.

"Indiana County's Covered Bridges". (brochure), Indiana, PA: Indiana County Visitors and Convention Bureau, 1990.

"Wood Still Viable Bridge Material." Unidentified newspaper, 7 March 1985. Copy in files of Historical and Genealogical Society of Indiana County.

Zacher, Susan. National Register of Historic Places nominations for the Covered Bridges of Indiana County.





**Photo 67.** Harmon Bridge. Photo by Richard Quin.

### **Heshbon Bridge**

PA 259 at Blacklick Creek between West Wheatfield and Brush Valley townships

USGS Quad: New Florence (1:24000) UTM: 17/661371/4481750

Construction Date: 1941

**DESCRIPTION:** The bridge over Blacklick Creek at the village of Heshbon is a single-span Parker through truss carrying Pennsylvania Highway 259 over the stream between West Wheatfield and Brush Valley townships. The span is 154' long and 32' wide; it has a minimum vertical clearance of 13'-7" and a total height of 25'. The truss is assembled with rivets and sits on concrete block and reinforced concrete abutments about 40' over mean water level.

**HISTORY:** A wooden covered bridge once crossed Blacklick Creek at Heshbon. This was replaced by a steel truss bridge in 1902. The present steel Parker through truss bridge was constructed in 1941.

#### **Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. "Listing of All Indiana County Bridges 20 Feet and Greater." Harrisburg, Pennsylvania, 23 August 1990.

## **Transportation**

### **High Street Bridge**

High Street, Saltsburg Borough

USGS Quad: Saltsburg (1:24000)

UTM: 17/631375/4482825

Construction Date: ca. 1935

**DESCRIPTION:** This bridge crosses an unnamed ravine on High Street in Saltsburg Borough. Its concrete deck is supported by a light steel deck truss, a modification of the rare Fink Truss. Measuring 175' long by 24' wide, the edges of the bridge and the ends of the truss rest on reinforced concrete abutments and piers. The structure is closed to vehicular traffic.

**HISTORY:** High Street once crossed this ravine on a metal truss bridge of unknown type. The present structure was apparently built in the late 1930s. According to Borough Council minutes, the bridge was ordered closed in 1982, due to failures of the concrete abutments.

#### **Sources:**

Interview with Ann Palmer, Saltsburg, August 1990.

Saltsburg Borough Council Minutes, 5 March 1982.

### **Hillman Bridge**

At Hillman, Banks Township

USGS Quad: McGee's Mills (1:24000) UTM: 17/681000/4530150

Construction Date: 1928

**DESCRIPTION:** The Hillman Bridge carries a township road over the Conrail tracks through the village of the same name. The wooden structure is comprised of five short spans, supported by wooden bents. It measures 79' long, 16' wide, and is 24' above the railroad tracks, which pass below in a cut. Abutments and supports for the bents are of sandstone and concrete; one on the northeast side is emblazoned "1928," the apparent date of construction.

**HISTORY:** The Pennsylvania and Northwestern Railroad, which extended from Clearfield County into Jefferson County, was constructed northwest from McGee's Mills through the northeast edge of Banks Township in the extreme northeastern part of the county. Construction through the area began in 1887 and was completed the next year. The only station located in Indiana County was Hillman. This wooden bridge carrying the road through the village was constructed in 1928, and apparently replaces an earlier structure. The rail line is now part of the Conrail system.

#### **Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.



**Photo 68.** Hillman Bridge. Photo by Richard Quin.

### **Indiana, Clymer and Creekside Railway Company: Clymer Streetcar Station**

PA 403 at Dixon Run, Clymer Borough

USGS Quad: Clymer (1:24000) UTM: 17/654075/4510620

Construction Date: ca. 1907

**DESCRIPTION:** This small buff brick structure served as Clymer's streetcar station, and dates to about 1908. The one-story structure rests on a full cellar story and is topped by a hipped shingle roof. It is roughly 60' x 20', and is banked into a hillside. The structure has been considerably altered, and now serves as a private residence. The cellar level has two roll-up garage doors, apparently replacements. This building was not large enough to house a trolley car, and the large doors were probably for freight. Many of the windows on the main level are now sealed, and the others are apparently replacements. Two concrete block flues are located on the northwest side. The old platform has been removed.

**HISTORY:** In 1906 the Indiana, Clymer and Creekside Railway Company began work on a trolley line in Indiana, and extended lines for five miles towards Clymer. In 1907 work was held up at Sample Run, one mile out of Clymer, as the new line negotiated for a right-of-way over the New York Central Railroad tracks. The line reached the south side of Two Lick Creek, where the station was constructed shortly afterwards. At the height of use, eight cars a day ran in each direction on the line.

By the 1920s use of the trolley line was declining, mainly due to competition from automobiles and buses. With the opening of the new concrete road between Indiana and Clymer, trolleys were reduced

## Transportation

to one every three hours. In 1927 the company abandoned the line. The station is now used as a private residence.

### Sources:

Albert, Richard C. *Trolleys From the Mines: Street Railways of Centre, Clearfield, Indiana and Jefferson Counties, Pennsylvania*. Forty Fort, PA: privately published, 1980.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## Indiana County Streetrailways Company: Streetcar Barn and Shop

Wayne Avenue at Carter Street, Indiana Borough

USGS Quad: Indiana (1:24000) UTM: 17/654075/4510620

Construction Date: 1908

**DESCRIPTION:** Two brick structures survive in Indiana from the Indiana County Streetrailways Company (ISRC). The two buildings, a streetcar barn and a repair shop, were constructed in the spring of 1908.

The streetcar shop is a brick building, approximately 85' x 45'. The one-story structure is two bays wide and six bays deep, is constructed on a stone foundation, and is covered by a corrugated tin roof. Doors on the front allowed access to the streetcars for repairs; these have been replaced by a sliding track door. Most of the windows have been boarded up; those on the side had flat stone lintels, while those on the rear were segmental arched windows with arch radiating brick voussoirs. A low one-story brick entry, probably original, extends from the front on the north side. An interior brick chimney is located at the northeast corner. Ornamentation on the building is limited to a corbeled brick cornice, concrete water table, and round ventilators in the gable fields.

The larger streetcar barn measures roughly 150' x 45'. It had doors at either end for access for the cars; like those on the repair shop, they have been replaced by track doors. Construction details are similar to the streetcar repair shop.

**HISTORY:** These structures were built in 1908 for the Indiana County Streetrailways Company, which operated a trolley line between Indiana and Blairsville. The line operated less than three decades; operations were suspended in 1933. The streetcar barn and repair shop are now owned by Kovalchick Salvage Company, which uses the property as a scrap yard.

### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.



**Photo 69.** Former repair shop of Indiana County Streetrailways Company. Photo by Richard Quin.

### **Indiana County Streetrailways Company: Two Lick Powerhouse**

West side Pennsylvania Highway 119 at Two Lick Creek, south side, Center Township

USGS Quad: Indiana (1:24000) UTM: 17655600/4491700

Construction Date: 1907-08

**DESCRIPTION:** Part of the building foundations survive, and traces of the penstock remain.

**HISTORY:** Until 1907 power for this trolley system had been provided by the Jefferson & Clearfield Coal Co. power plant at Ernest, and by the Indiana Provision Company. In June of that year the Indiana County Streetrailways Company, which operated lines between Blairsville, Indiana and beyond, designated \$150,000 for the construction of a new electrical generating station at Two Lick Creek. In July the company ordered Westinghouse 500-horsepower boilers, a direct current 1,000-kilowatt turbine, and related equipment. Two brick buildings were constructed, each measuring 100' x 50'. The plant was operational by 1908, and was used for twelve years.

The ISRC and the Pennsylvania Rail Road were in dispute over the route the street railway was to take, and at one point the PRR built a spur track across the surveyed route, then derailed a car of cinders on the spur. The railroad was sued by the ISRC. Later that spring, the PRR ran its rails right to the creek at the trolley line crossing, and built a manned watchtower. The dispute was settled by midsummer. Later, the ISRC was said to have "borrowed" hopper cars from the railroad at night to serve the new powerhouse. The company began purchasing power from the Lucernemines Power Plant in 1920, and

## Transportation

the Two Lick power plant was abandoned. The equipment was sold and the buildings have since been largely razed.

### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### Kimmel Vicinity Bridge

3/4 mile E of Kimmel, Rayne Township

USGS Quad: Ernest (1:24000) UTM: 17/658250/4508075

Construction Date: 1939

**DESCRIPTION:** This small bridge, carrying LR 32070 across Crooked Creek 3/4 mile east of Kimmel in Rayne Township, is of mixed sandstone and reinforced concrete construction. The skewed bridge rests on stone and concrete abutments, has a concrete deck, and coursed ashlar side guard walls about 3' high. The bridge measures 32'-6" long by 33'-6" wide.

**HISTORY:** This small bridge was built in 1939 by the Pennsylvania Department of Highways. A similar bridge crosses Canoe Creek at Juneau in Canoe Township.

### Sources:

Plaque on bridge.

Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. "Listing of All Indiana County Bridges 20 Feet and Greater." Harrisburg, PA: 23 August 1990.

### Kintersburg Bridge

1/8 mile southwest of Kintersburg, Rayne Township

USGS Quad: Clymer (1:24000) UTM: 17/662060/4508525

Construction Date: 1877

**DESCRIPTION:** The Kintersburg Bridge over Crooked Creek in Rayne Township is an unusual surviving example of a Howe truss wooden covered bridge. The 79' long bridge is 17' wide and 18' high. It is built on a Howe Truss, and rests on stone and concrete abutments and wooden bents. The truss itself utilizes latticed wooden cross bracing with iron reinforcing bars. Floors are of wooden planks laid in a linear pattern. The bridge is clad in vertical-board wooden siding and is topped by a gabled shingle roof.

**HISTORY:** The Kintersburg Bridge over Crooked Creek is Indiana County's only surviving example of a Howe truss covered wooden bridge. The bridge was built in 1877 by J.B. Fleming for \$893, and was named for adjacent property owner Isaac Kinter, who founded a village store not far away in 1854. The land surrounding the bridge remains in the possession of the Kinter family. A new bridge alongside the old structure now carries the road, therefore the bridge is not in any apparent danger. The structure has been listed in the National Register of Historic Places for its local significance to Indiana County in transportation.





**Photo 70.** Kintersburg Bridge (Howe truss detail). Photo by Richard Quin.

**Sources:**

Frampton, Tracy E. and Jodie Molnar Hedrick. Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-RA-5, Kintersburg Bridge, 25 January 1989.

"Historian's Eye Covered Bridge." *Indiana Gazette*, undated clipping, Historical and Genealogical Society of Indiana County.

"Indiana County's Covered Bridges." Indiana, PA: Indiana County Visitors and Convention Bureau, 1990.

Zacher, Susan. National Register of Historic Places nominations for the Covered Bridges of Indiana County.

Interview with Andy Kinter at Kintersburg Bridge, 3 August 1990.

**Livermore Bridge Site**

Between sites of Livermore and Fillmore, 4 1/2 miles WNW of Blairsville, between Derry Township, Westmoreland County, and Black Lick Township

USGS Quad: Blairsville (1:24000) UTM: 17/641400/4480225

Construction Date: 1853

**DESCRIPTION:** The superstructure has been removed, but the reinforced concrete abutments are intact, though silted in and heavily cloaked with vegetation.

**HISTORY:** Livermore on the south bank of the Conemaugh River was a small town built on the Pennsylvania Main Line Canal in the 1820s and 1830s. Across the river in Indiana County, the little village of Fillmore was later established. The first bridge across the river at this point was erected in 1853-54. It was a wooden King-post truss and arch bridge, constructed at a cost of \$7,000. Originally a toll bridge, the bridge became a free bridge in 1885, but was destroyed in the Johnstown Flood four

## **Transportation**

years later. The bridge was replaced by one which stood until the St. Patrick's Day Flood in 1936. A new bridge was built here by Freeland, Inc., of Pittsburgh, in 1938. The Conemaugh River Lake project necessitated the removal of this bridge in the early 1950s. The old towns of Livermore and Fillmore were vacated at the same time.

### **Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 1 and 2. Indiana, PA: A.G. Halldin, 1989.

## **Mardis Run Bridge**

1/10 mile east of Dilltown, Buffington Township

USGS Quad: Vintondale (1:24000) UTM: 17/669380/4481500

Construction Date: 1919

**DESCRIPTION:** This small concrete bridge over Mardis Run at Dilltown in Buffington Township is a single-arch concrete bridge, 36' long and 20' wide; the semi-circular central span is 30' wide. The bridge has side guard walls about 3' high, and stands 8' above the creek. The sides of the rails and the arch have a molded profile. Stonework under the south abutment suggests that an earlier bridge was located here. A carved stone plaque is embedded in the west guard wall.

**HISTORY:** This bridge was constructed in 1919. G.E. Amond was the contractor, working under a contract issued by Thomas Pealer, county engineer.

### **Sources:**

Plaque on bridge.

## **McKee Bridge**

Caneva Street at McKee Run, Creekside Borough

USGS Quad: Ernest (1:24000) UTM: 17/653025/4505750

Construction Date: ca. 1920s/1971

**DESCRIPTION:** This bridge over McKee Run in the borough of Creekside has been altered to support a 1971 reinforced concrete deck bridge. The original structure apparently dates from about the 1920s, and is a simple reinforced concrete single-arch bridge. Its superstructure was removed and replaced with a simple concrete deck bridge, reinforced by heavy steel beams, partially exposed. The bridge is roughly 85' long and 18' wide.

**HISTORY:** A bronze plaque on the west side of the structure identified this as the "McKee Bridge," and gives a date of construction as 1971. In this year, a new reinforced steel and concrete deck was constructed on the substructure of a previous single arch reinforced concrete bridge.

### **Sources:**

Plaque on bridge

### **North Western Rail Road: Saltsburg Bridge ruins**

Kiskiminetas River, at Saltsburg, below the highway bridge, between Saltsburg borough, Indiana County, and Loyalhanna Township, Westmoreland County

USGS Quad: Saltsburg (1:24000)

UTM: 17/631100/4482700

Construction Date: 1855-64

**DESCRIPTION:** Two bridge piers are intact. The north abutment was dismantled, and the stone was used in the retaining wall at the Saltsburg Presbyterian Church. The south abutment may be partially intact, and the north pier is in good condition. The south pier has been damaged by flotsam, and the upstream face is partially collapsed.

**HISTORY:** The North Western Rail Road Bridge over the Kiskiminetas River at Saltsburg was a massive structure, 1,250' long and 72' above the river. One account states that it was a wrought-iron truss bridge; however, photographs taken during its construction suggest that the main span may have been a wooden Burr truss, with Howe trusses used for the approach spans. The bridge was clad in pine boards to protect the trusses from water. Samuel S. Jamison was the contractor. The bridge was begun by the North West Rail Road in 1855, but the company was a victim of the Panic of 1857 and was declared bankrupt two years later without completing construction of the bridge. The railroad was reorganized as the Western Pennsylvania Railroad, which completed the bridge in 1864. The Pennsylvania Rail Road (PRR) leased the line in 1865, and in 1870, the railroad was reorganized as the Western Division of the PRR. The bridge continued in use until 1882, when the crossing was abandoned following the completion of the Salina tunnel. The superstructure was later removed. Stone from the north abutment was later incorporated into a retaining wall at the Presbyterian Church on Washington Street, where the original bridge plaque may be seen.

**Sources:**

Historical Marker, Saltsburg Canal Park.

Plaque at Presbyterian Church, Saltsburg.

### **North Western Rail Road: Saltsburg Railroad Depot**

Point Street, Saltsburg Borough

USGS Quad: Saltsburg (1:24000) UTM: 17/631190/4482500

Construction Date: 1856

**DESCRIPTION:** This building embodies the basic railroad-station form: one-story, low-pitch gable roof with exaggerated eaves supported by large wood brackets, logically situated lengthwise adjacent to the train tracks. Overall dimensions are 88'-6" x 28'-6" excluding modern additions. The foundation is stone with some brick infill. Walls are brick, laid in four and five-course common bond; the addition is running bond brick and frame. Two brick chimneys with chimney pots pierce the roof. The historical north facade has been eradicated by a modern addition that features a single, central door; the original contained a central double door with five-light transom. The east facade facing the tracks features a single door with three-light transom, and a Classical molded lintel. The one-bay south facade contains a single, broad service door with a brick, segmental-arch surround. The fenestration pattern is irregular, and the use of the various openings is unclear. The north facade historically featured a window on each side of a central doorway. This has been replaced by a fixed, multi-light glass-block window. The east facade contains a trio of 6/6-light, double-hung wood windows at the north end of the building; at the

## Transportation

south end is a single, arched opening covered by paneled wood shutters. The west facade is very irregular, with an arrangement of the same 6/6-light sash and two arched openings with brick surrounds. The interior of the historic station is currently a single room, used for storage. The modern front addition is also a single room occupied by the police department. The former station stands relatively isolated, facing north on a long, flat site, at the point where the grade ascends steeply up to High Street. The building lot is bounded on the east by the route of the former railroad tracks, and on the west and north across Point Street by fully-developed town blocks.

**HISTORY:** This first railroad depot was built in 1856 by Saltsburg stone mason John Martin (born 1820), who was hired to construct the North Western Rail Road Company's stations between Blairsville and Avonmore. Martin, an Irish immigrant, was contracted to do the work by Samuel Jamison of Saltsburg. In 1860, the NWRR came under control of the Western Pennsylvania Rail Road, which later became the Western Division of the Pennsylvania Rail Road. The PRR rerouted its tracks through Saltsburg along the old canal route in 1882, and a new depot was constructed in 1884 on Washington Street. (It is no longer extant.) The building now serves as Saltsburg's Municipal Building. The front addition was added in 1950.

[This entry reprinted from Historic American Buildings Survey form PA-5437, Pennsylvania Railroad Station, published in Sara Amy Leach, editor, *Two Historic Pennsylvania Canal Towns: Alexandria and Saltsburg*. (Washington, Historic American Buildings Survey, 1989), 260-63.]



Photo 71. Former Saltsburg Railroad Depot. Photo by David Ames.

Sources:

- Arms, C.T. and Edward White. *History of Indiana County, Penn'a*, 1745-1880. Newark, Ohio: J.A. Caldwell, 1880.  
Stewart, J.T. *Indiana County, Pennsylvania: Her People, Past and Present, Embracing a History of the County and a Genealogical and Biographical Record of Representative Families*, v. 1. Chicago: J.H. Beers & Co., 1913.

**North Western Rail Road: Tunnelton Bridge Piers**

1/4 mile south of Conemaugh Dam, Conemaugh Township, Indiana County, and Derry Township, Westmoreland County USGS  
Quad: Blairsville (1:24000) UTM: 17/638400/4480225  
Construction Date: ca. 1855-63

**DESCRIPTION:** Two bridge piers and part of the abutments are intact. The piers are in good condition, but most stone from the west abutment is covered in vegetation.

**HISTORY:** This railroad line, now relocated, was proposed by the North Western Rail Road, which began construction of a line between Blairsville and points west in 1855. A number of bridges, including wooden and wrought iron spans, were built across the Conemaugh River. The two stone piers are located just below the mammoth Conemaugh Dam, and bore the railroad across the river, where the tracks entered into the adjacent tunnel through Bow Ridge. The bridge was abandoned after tracks were relocated to new stone viaducts in 1907.

Sources:

- Consolidated Rail Corporation. *Conrail List of Undergrade and Overgrade Structures in Specified Counties*. Philadelphia: Consolidated Rail Corporation, 1988.  
Interview with William Dzombak, U.S. Army Corps of Engineers, Conemaugh River Dam, Saltsburg, July 1990.  
Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 1. Indiana, PA: A.G. Halldin, 1989.

**Onberg Bridge**

1 1/2 miles south of Tanoma, Rayne Township  
USGS Quad: Clymer (1:24000) UTM: 17/665000/4504235  
Construction Date: 1913

**DESCRIPTION:** Crossing Crooked Creek near its headwaters, just north of Onberg and the Whistle Mill, is this small reinforced concrete bridge. The bridge is 40' long and 15' wide. It is of reinforced concrete construction, rests on concrete abutments, and has heavy slab side guard walls about 3' high. A plaque is embedded in the east side guard wall.

**HISTORY:** This bridge was constructed by the Ferro-Concrete Company of Harrisburg, Pennsylvania in 1913. Thomas Pealer was county engineer at the time, and awarded the contract. This is the only bridge in Indiana County identified as having been built by the Ferro-Concrete Company.

Sources:

- Plaque on bridge.

## **Transportation**

### **Pennsylvania Main Line Canal: Bow Ridge Tunnel**

Through Bow Ridge, 1/3 mile south of Conemaugh Dam, Derry Township, Westmoreland County, Pennsylvania

USGS Quad: Blairsville (1:24000)

Construction Date: 1829

**DESCRIPTION:** The tunnel is intact, but the east portal is submerged by the Conemaugh River Lake. The interior of this tunnel has been somewhat disturbed by grading and by installation of a massive concrete plug. The west portal has been changed by the installation of metal drain pipe.

**HISTORY:** The Pennsylvania Main Line Canal Tunnel at Tunnelton was built to cut off three miles of river around Bow Bend on the Conemaugh River. The tunnel was built by contractors Alonzo C. Stewart, Hart L. Stewart, and Thomas Neel in 1829 at a cost of \$43,500. Also included in the construction plans was Dam #4, Guard Lock #8 (by which canal boats left the slackwater in the river and entered the tunnel), and an adjacent section of canal. The tunnel was 817' long, 22' wide, and 14' high. Water was 15' deep, and a 6'-6" wide towpath ran along the south side. The tunnel was abandoned after the canal ceased operations. Construction of the U.S. Army Corps of Engineers' Conemaugh River Lake in 1952 required the plugging of the tunnel (to keep water from surging through from the impounded area), and the tunnel was disturbed at this point.

#### **Sources:**

Historical marker, Saltsburg Canal Park. Information provided by Clarence Stephenson.

Interview with William Dzombak, U.S. Army Corps of Engineers, Conemaugh Dam, July 1990.

### **Pennsylvania Main Line Canal: Canal Prism, near Centerville**

Alongside south side LR32008, 1 1/2 miles SE of Climax,

West Wheatfield Township

USGS Quad: Rachelwood (1:24000)

Construction Date: 1829

**DESCRIPTION:** Along the south side of LR32008, alongside the Conrail tracks, is a watered section of the old Pennsylvania Main Line Canal. This section, which extends several hundred feet, is about 22' wide and 4-5' deep; it has largely silted in.

**HISTORY:** The "Ligonier Line," that section of the Pennsylvania Main Line Canal between Blairsville and Johnstown, opened in 1829 and 1830. This portion of the canal was a part of that division.

#### **Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 1. Indiana, PA: A.G. Halldin, 1989.



**Pennsylvania Main Line Canal: Saltsburg Canal Right-of-Way**

100-300 feet east of Conemaugh and Kiskiminetas rivers, Saltsburg Borough

USGS Quad: Saltsburg (1:24000)

UTM: 17/631200/4482500

Construction Date: 1829

**DESCRIPTION:** The route of the Pennsylvania Main Line Canal through Saltsburg Borough is well preserved. The canal route reached Saltsburg in May 1827, and was extended to Blairsville by 1829. The route survives because in 1882 the section was filled-in and used as the route of the Western Pennsylvania Rail Road (later part of the Pennsylvania Rail Road). Following the railroad's abandonment of the section in the 1950s, that portion within the borough limits was preserved, largely as the Saltsburg Canal Park. The park features historical markers, overlooks, picnic tables, and a shelter.

The right-of-way is roughly 45' wide. At intervals along the length are many canal right-of-way marker stones. These are approximately 6' high, set half way into the ground, with bluntly pointed tops. Sixteen of these have been located by Historic Saltsburg, Inc., fifteen within the borough limits. Most are now underground.

**HISTORY:** The Pennsylvania Main Line Canal reached Saltsburg in 1827, and remained in use until about 1865. In Saltsburg were several canal support facilities. There was a boat basin for turning canal boats around, and a barn that housed the mules which towed the boats. Lock #8 was located here, along with the stone house of lock keeper Hugh Kelly. (Much of the stone from the lock went into the 1872 soldier's monument in Edgewood Cemetery.) Three bridges crossed the canal, on Washington, Point, and High streets. The demands of canal traffic supported two boat yards in the town. Robert Young, Butler Myers, and Jacob Newhouse built section boats (longer canal boats and barges which broke down into "sections" capable of passing the locks) here beginning in 1835 or 1836. Jacob Weiser had another boatyard between 1845 and 1851.

**Sources:**

Johnson, George B. "Canal Days in Indiana County." *Indiana County Heritage*, v. 6, no. 1 (Spring 1978.)

\_\_\_\_\_. *Saltsburg and the Pennsylvania Canal*. Saltsburg, PA: Historic Saltsburg, Inc., 1984.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 1. Indiana, PA: A.G. Hallidin, 1989.

\_\_\_\_\_. *Pennsylvania Canal: Indiana and Westmoreland Counties*. Marion Center, PA: privately published, 1961.

Interview with Ann Palmer, Saltsburg, August 1990.

**Pennsylvania Main Line Canal: Saltsburg Mule Barn**

Washington Street at canal, Saltsburg Borough

USGS Quad: Saltsburg (1:24000)

UTM: 17/631230/4482520

Construction Date: ca. 1830s

**DESCRIPTION:** This ca. 1830s building is of frame construction set on a continuous stone foundation, and topped by a replacement composition shingle front-gable roof. The structure has been considerably altered and converted into apartments. The original wall surfaces have been covered in vinyl siding, all windows and doors have been altered, and wooden decks and exterior staircases have been added to the sides.

**HISTORY:** Saltsburg was a major stop on the western division of the Pennsylvania Main Line Canal. Lock #8 was located here, as well as a turning basin for canal boats. Canal mule barns were located at

## Transportation



**Photo 72.** Saltsburg Mule Barn. Photo by Richard Quin.

intervals along the canal, allowing the teams that pulled the boats along the canal to be changed and rested. The canal at Saltsburg was closed in 1864, so it is likely that the mule barn ceased to be used for its original purpose at about this time. In recent years the structure has been converted to apartments, and is possibly in danger of being razed as a moratorium on demolitions in Saltsburg's proposed historic district approaches expiration.

### Sources:

Interview with Ann Palmer, Saltsburg, July 1990.

### **Pennsylvania Main Line Canal: Tunnelton Aqueduct**

1/3 mile south of Conemaugh Dam, between Conemaugh Township, Indiana County, and Derry Township, Westmoreland County, Pennsylvania

USGS Quad: Blairsville (1:24000)

UTM: 17/638400/4480200

Construction Date: 1829

**DESCRIPTION:** Footings of canal aqueduct remain and are visible at low water levels. The abutment on the river bank was probably buried by later railroad construction. The aqueduct has been removed except for stone footings below water level.

**HISTORY:** The Tunnelton Aqueduct carried the Pennsylvania Main Line Canal over the Conemaugh River on five stone arches with 56' spans borne by four stone piers measuring 30' x 9'. The side walls of the aqueduct were 4'-6" high, topped by iron rails. The aqueduct was built by William Brown,

William Pagan, and John Charterat a total cost of \$56,000. Completed in 1829, the aqueduct remained in service until about 1865, when the canal was abandoned.

Sources:

Historical Marker, Saltsburg Canal Park. Information provided by Clarence Stephenson.  
Pennsylvania Railroad Tracing Map #128. Pennsylvania Historical & Museum Commission.  
Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 1. Indiana, PA: A.G. Halldin, 1989.

**Pennsylvania Main Line Canal: Tunnelton Prism and Overflow Dam**

1/4 mile south of Conemaugh Dam, west bank Conemaugh River, Conemaugh Township  
USGS Quad: Blairsville (1:24000) UTM: 17/638050/4479425  
Construction Date: ca. 1830s

**DESCRIPTION:** South of the present Conemaugh River Dam to the west side of the river is an abandoned segment of the Pennsylvania Main Line Canal. The partially sedimented prism is quite evident, and a portion of the right-of-way is maintained by the U.S. Army Corps of Engineers. The old towpath along the river is readily discernible. Below the reservoir easement, along the river, are the ruins of a small canal overflow weir, from which excess water was discharged. The dam originally had gates to regulate the water level, but these are no longer extant. Archeological investigation may provide more information on the site.

**HISTORY:** Overflow dams or discharge weirs were used to void the canal of excess water channeled into the canal at high flows. The overflow dam on this section served to drop high waters from Dam #4 just upstream above the canal tunnel through Bow Ridge.

Sources:

Interview with William Dzombak, U.S. Army Corps of Engineers, Conemaugh River Dam, Saltsburg, Pennsylvania, July 1990.

**Pennsylvania Rail Road: Blacklick Creek Railroad Bridge**

W of PA Highway 119 at Blacklick Creek, Black Lick Township  
USGS Quad: Bolivar (1:24000) UTM: 653100/4482600  
Construction Date: 1856

**DESCRIPTION:** This metal deck girder bridge over Blacklick Creek at its confluence with Two Lick Creek was built to carry the Pennsylvania Rail Road's Indiana Branch line. The bridge has four spans, each approximately 100' long and supported by an iron or steel deck girder. The bridge is supported by concrete abutments and three reinforced concrete piers. The single track railroad line across the bridge has been abandoned.

**HISTORY:** The Indiana Branch of the Pennsylvania Rail Road was constructed in 1856. This bridge apparently does not date from that period, but rather from the twentieth century; however, no date of construction was obtained. The bridge may have been built by the American Bridge Company, which constructed numerous similar bridges in the county. The railroad line was abandoned south from Indiana to Black Lick by Conrail in June 1980, and the bridge has not been in use for a decade.

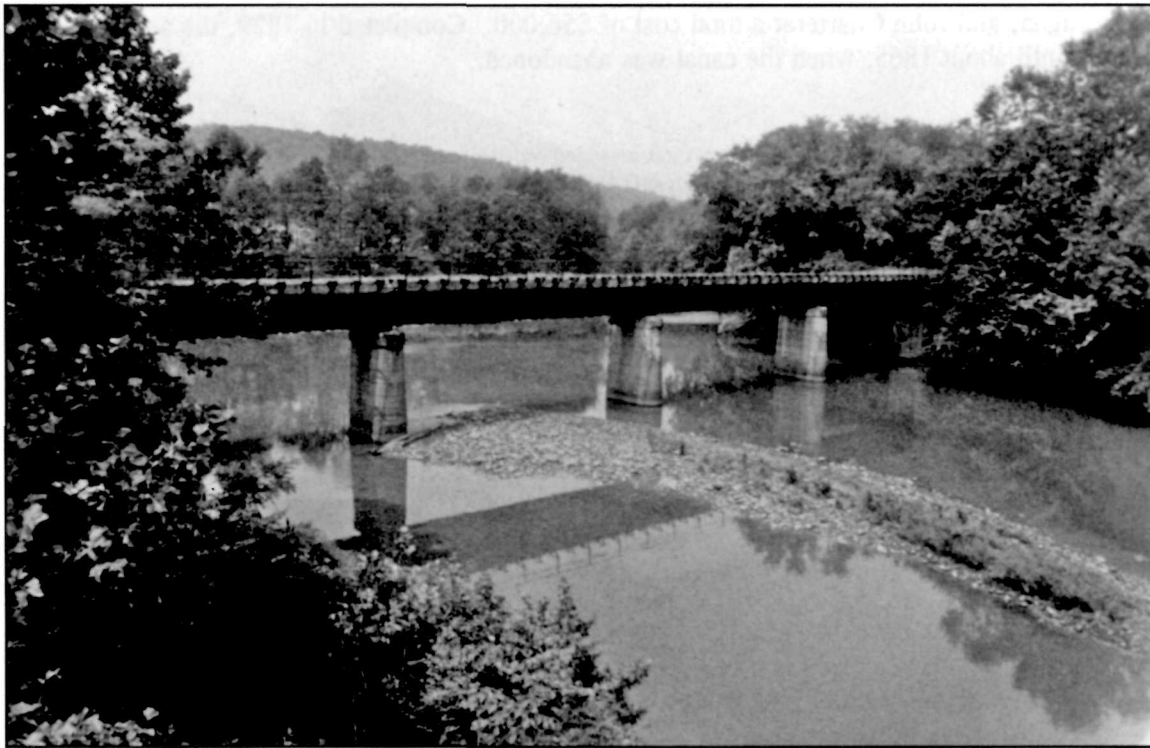


Photo 73. Blacklick Creek Railroad Bridge. Photo by Richard Quin.

Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Hallidin, 1989.

**Pennsylvania Rail Road: Blairsville Depot (1852)**

152 Old Main Street, Blairsville Borough, Indiana County, Pennsylvania  
USGS Quad: Blairsville (1:24000) UTM: 17/647020/4476699  
Construction Date: 1851-52

**DESCRIPTION:** Blairsville, which had the first railroad line in Indiana County, retains its original depot. Built by the Pennsylvania Rail Road in 1852, the common bond brick structure measures roughly 60' x 25', is constructed on a random ashlar stone foundation, and is topped by a side-gable roof pierced by two corbeled stone chimneys. The paired narrow windows are topped with rounded arches. The overhanging eaves are supported by heavy wooden brackets. Tracks were removed more than one hundred years ago, and the old depot is now a well-maintained private residence.

**HISTORY:** In 1851, the Pennsylvania Rail Road (PRR) began operating a branch railroad from Liebengood's Summit (later Blairsville Intersection, now Torrance) to Blairsville. The Borough of Blairsville had offered incentives to the rail line, including the purchase of the depot site. The Borough Council bought six acres east from the downtown area from Samuel Moorhead, and presented the deed for the property was presented to the PRR in 1851. The depot was built later that year or in 1852. The line at first utilized gravity to convey the cars from the main line, where they would be uncoupled, down the grade to a bridge across the Conemaugh River. The cars would then coast upgrade as far as

possible, at which point they would be braked, then attached to horses, which would then haul the car into Blairsville proper. This arrangement only lasted for a short time; the locomotive *Henry Clay* was then assigned to regular service on the line.

The Indiana Branch line was constructed from Blairsville to Indiana in 1854. By the 1870s a newer depot on Market Street served the community. The depot, oldest in the county, survives, and has been converted to a private residence.

Sources:

Graff, Bill. "Blairsville's First Railroad." *Indiana County Heritage*, v. 11, no. 2 (Winter 1987/88).

Smith, Jeffrey. "Blairsville's Railroad Relics. MSS, Historical Society of the Blairsville Area, 1989.

Stephenson, Clarence D. *History of Blairsville, Pennsylvania*. Blairsville, PA: Historical Society of the Blairsville Area, 1989.

### Pennsylvania Rail Road: Blairsville Depot (1893)

205 Market Street, Blairsville Borough

USGS Quad: Blairsville (1:24000)

UTM: 17/647450/4476880

Construction Date: 1893

DESCRIPTION: The Pennsylvania Rail Road Depot is situated on its original site on the west side of the railroad in downtown Blairsville. The 1893 structure is constructed in the popular bracketed "Railway



Photo 74. Former Blairsville Depot. Photo by Scott Brown.

## Transportation

Style" common to many late nineteenth century rail stations. The depot is of brick construction and one story in height. The heavy hipped roof overhangs the building (and former platforms) on all sides, where it is supported by graceful spandrel brackets. Small ventilating dormers are located on the north and south ends; these are decorated with imbricated wooden shingles. The building has been adapted as a branch bank. The original bricks were faced with a new veneer, some original windows have been enclosed, and a drive-through teller platform constructed on the east side. Dormers on the sides and original roof cresting were also removed. The interior has also been gutted and converted for bank use.

**HISTORY:** This is the third rail passenger depot in Blairsville, replacing the Pennsylvania Rail Road Blairsville Branch station on Old Main Street and an earlier depot at the present location. This depot was built in 1893, following the relocation of the railway tracks. It continued in use as a passenger station until 1947, when passenger service on the Conemaugh Division ended. For a while, the old depot was used for maintenance crews. In 1986, the Savings & Trust Company purchased the depot and the freight house for \$81,000 and converted the depot to a branch bank; the freight house was given to the borough as a new municipal building.

### Sources:

Miller, Ruth, interview, Blairsville, 1 July 1990.

Sanborn Map Company. *Blairsville, Pennsylvania*. New York: Sanborn Map Company, 1887, 1892, 1915, 1929.

Smith, Jeffrey. "Blairsville's Railroad Relics." Blairsville, PA: Historical Society of the Blairsville Area, n.d.

Stephenson, Clarence D. *History of Blairsville, Pennsylvania*. Blairsville, PA: Historical Society of the Blairsville Area, 1989.

\_\_\_\_\_. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Hallidin Publishing, 1989.

Stephenson, Clarence and Lewis Poorman. *A History of Public Transportation in Indiana County, Pennsylvania*. Indiana, PA: Indiana County Transit Authority, 1982.

## Pennsylvania Rail Road: Blairsville Freight Station

203 East Market Street, Blairsville Borough, Indiana County, Pennsylvania

USGS Quad: Blairsville (1:24000)

UTM: 17/647490/4476970

Construction Date: ca. 1907

**DESCRIPTION:** The brick freight house of the Pennsylvania Rail Road is located on the west side of the railway yard at Blairsville. The four-ranked two-bay section at the southwest corner, containing the office, is two stories in height and measures about 23' square; it has a front-gable asphalt shingle roof and segmental arch windows with arch radiating voussoirs, some enclosed and all altered. The larger one-story freight room at the rear measures roughly 60' x 35' and is of similar design; it, too, has been altered by the infilling of windows and removal of some trim. In the inbound southwest corner, a new brick veneer section with a shed roof has been constructed. A long covered concrete loading platform extending between twin tracks to the northeast has been recently removed. The building has been severely altered.

**HISTORY:** The Pennsylvania Rail Road Freight House at Blairsville was constructed after 1903 and before 1909, some years after the relocation of the main tracks through the city. At the time, Blairsville was a major division point, and engine and car shops, as well as other support facilities, were located north of the freight house. In 1924 a roundhouse and turntable were added to the facilities. The freight yards were closed in 1967. All of the railroad repair shops and the roundhouse and turntable have been destroyed, and only the depot and freight house survive.



Sources:

- Graff, Bill. "Railroad 'Tracks Up' Blairsville." *Indiana Evening Gazette*, 2 March 1968.  
 Miller, Ruth, interview, Blairsville, 1 July 1990.  
 Sanborn Map Company. *Blairsville, Pennsylvania*. New York: Sanborn Map Company, 1903, 1909, 1915, 1929.  
 Smith, Jeffrey. "Blairsville's Railroad Relics," MSS, Blairsville: Historical Society of the Blairsville Area, n.d.  
 Stephenson, Clarence and Lewis Poorman. *A History of Public Transportation in Indiana County, Pennsylvania*. Indiana, PA: Indiana County Transit Authority, 1982.  
 Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### **Pennsylvania Rail Road: Bow Ridge Tunnel**

Through Bow Ridge, 1/3 mile south of Conemaugh Dam, Westmoreland County, Pennsylvania  
 USGS Quad: Blairsville (1:24000) UTM:17/638600/4480150  
 Construction Date: 1906-07

**DESCRIPTION:** The second of two tunnels cutting through Bow Bend of the Conemaugh River, the Bow Ridge Tunnel measures approximately 630' in length, cut through the predominantly shale ridge. The west portal is 30' in height, 42' in width, and has a single span semicircular arch opening. A datestone above the arch notes that the tunnel was constructed in 1907. Another stone above reveals that A.C. Shand was the chief engineer, and McMenamin & Sons were the contractors. Tracks were removed about 1950 when a new high level bridge was constructed downstream from the site. The east portal is similar in design. Vandals have shot away the date from the keystone on this side, and there is no stone denoting the engineer or contractor. The U.S. Army Corps of Engineers has placed a massive concrete plug in the tunnel to keep out the waters of Conemaugh River lake at high levels, and both portals are fenced.

**HISTORY:** About 1906 the Pennsylvania Rail Road realigned its rail tracks in this vicinity. A new tunnel was constructed a short distance south of the old rail tunnel built in 1853 by the Northwestern Railroad, connected by impressive stone viaducts across the Conemaugh River on either side. The tunnel continued in use until about 1952, when tracks were again relocated to avoid the impoundment of the Conemaugh River Lake. A.C. Shand acted as chief engineer on the project with McMenamin & Sons, contractors.

Sources:

- Datestone on arch.  
 Interview with William Dzombak, U.S. Army Corps of Engineers, Conemaugh River Lake, 20 July 1990.

### **Pennsylvania Rail Road: East Tunnel Viaduct**

1/3 mile southeast of Conemaugh Dam, between Conemaugh Township, Indiana County, and Derry Township, Westmoreland County  
 USGS Quad: Blairsville (1:24000) UTM: 17/638800/4480050  
 Construction Date: 1907

**DESCRIPTION:** Partially submerged below the waters of Conemaugh River Lake is a stone viaduct constructed in 1907 to carry the Pennsylvania Rail Road across the Conemaugh River east from the Bow Ridge Tunnel. The massive masonry structure is supported by five semicircular stone arches. During

## Transportation



**Photo 75.** East Tunnel Viaduct. Photo by Jet Lowe.

the inventory visit in July 1990, the reservoir waters stood to the top of the arches, about 6' below the top of the bridge.

**HISTORY:** In the 1880s the Pennsylvania Rail Road, under chief engineer William H. Brown, began a major rebuilding project in which many of the former iron or wooden bridges on the line were replaced with stone bridges and viaducts. Although stone construction was more expensive than steel construction, stone structures required far less maintenance, resulting in substantial long-term savings for the company. Built in 1907, this viaduct remained in service until 1952, when the rail line was rerouted. The Conemaugh Reservoir was then impounded, and this viaduct has since been largely submerged, the tops of its stone arches barely visible. At high water, the bridge is completely underwater. It remains in fair condition, however, and is used as an access road to service the intake system for the water sluice through Bow Ridge, which serves the powerhouse below Conemaugh Dam.

### Sources:

- Consolidated Rail Corporation. Conrail List of Undergrade and Overgrade Structures in Specified Counties. Philadelphia: Consolidated Rail Corporation, 1988.
- Interview with William Dzombak, U.S. Army Corps of Engineers, Conemaugh River Dam, Saltsburg, July 1990.

### Pennsylvania Rail Road: West Tunnel Viaduct

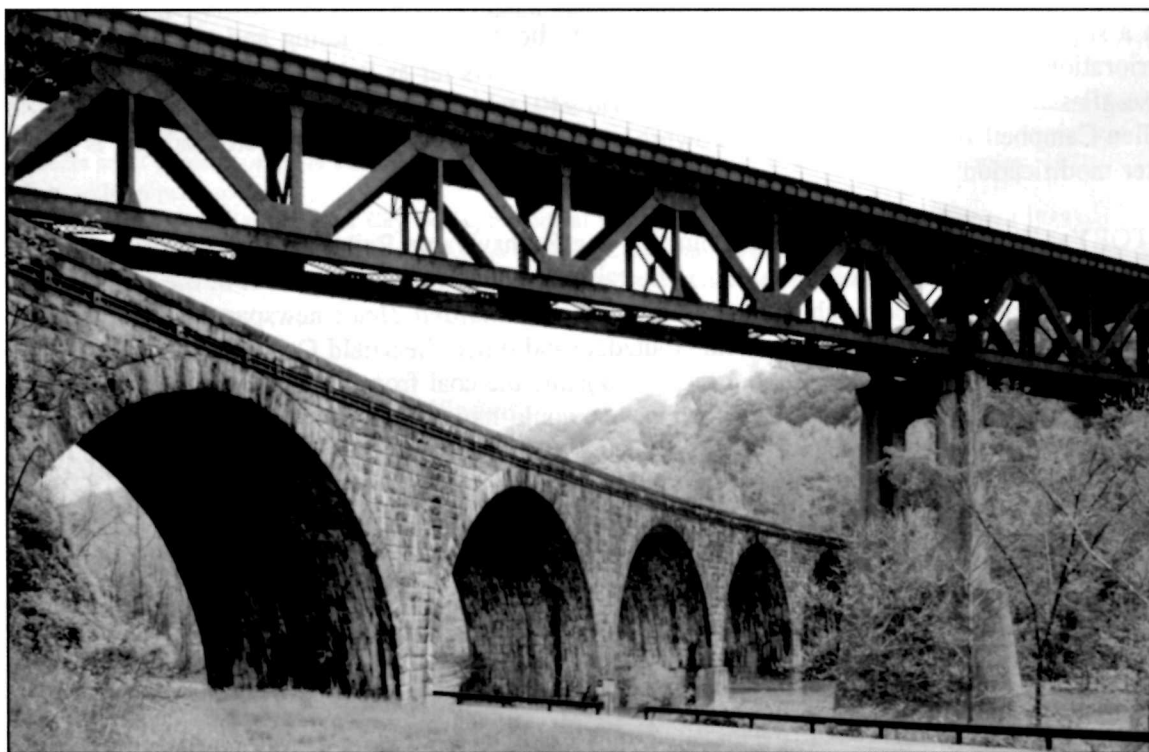
1/4 mile south of Conemaugh Dam, between Conemaugh Township, Indiana County, and Derry Township, Westmoreland County

USGS Quad: Blairsville (1:24000)

UTM: 17/638400/4480075

Construction Date: 1907

**DESCRIPTION:** Spanning the Conemaugh River on five stone arches, this 1907 viaduct carried the main line of the Pennsylvania Rail Road (PRR) until tracks were relocated in the early 1950s as a result of the Conemaugh River Dam project. The viaduct now carries an access road to the powerhouse on the east side of the river below the dam.



**Photo 76.** West Tunnel Viaduct; the large steel viaduct above was constructed in the 1950s and is currently used by Conrail. Photo by Jet Lowe.

**HISTORY:** The Pennsylvania Rail Road acquired the North Western Rail Road/Western Pennsylvania Rail Road line between Blairsville and Saltsburg in 1870, and continued to operate it as the Western Pennsylvania Division. Near Tunnelton, the rail line crossed on a bridge to a tunnel through Bow Ridge. In 1907 the PRR replaced the old tunnel and bridge with new structures. The new viaduct, constructed on a slight curve, is located below the old bridge (whose piers remain). The viaduct continued in use until at least 1950, when a new high trestle deck girder bridge, 880' long, was placed in service. This later relocation was necessitated by reservoir requirements for the U.S. Army Corps of Engineers Conemaugh Dam project.

## Transportation

### Sources:

Consolidated Rail Corporation. Conrail List of Undergrade and Overgrade Structures in Specified Counties. Philadelphia: Consolidated Rail Corporation, 1988.  
Interview with William Dzombak, U.S. Army Corps of Engineers, Conemaugh River Dam, Saltsburg, July 1990.

### **Pennsylvania Rail Road: Glen Campbell Railroad Overpass**

CSXT Railroad at TR 940, Glen Campbell Borough  
USGS Quad: Burnside (1:24000) UTM: 17/683450/4520150  
Construction Date: ca. 1891

**DESCRIPTION:** This bridge, measuring 60' in length and 25' in width, contains a segmental stone arch with a slightly larger keystone. In what appears to be concrete sheathing and coping, there is some deterioration in the form of cracks and eroded materials. As far as is known, the railroad above is still in use. Passing under the bridge is Township Road 940, which continues out of this southeastern section of Glen Campbell Borough into Banks Township. It is not known if the concrete cladding is original or a later modification.

**HISTORY:** This bridge was probably built by the Pennsylvania Rail Road as part of its Cush Creek Extension of the Clearfield-Jefferson line. The railroad line transported coal out of the rich mines in and around Glen Campbell Borough. According to an 1891 *Indiana Times* newspaper story, the coal then "enter(ed) the market in competition with Houtzdale and other Clearfield County coal, and finds a ready market." The railroad was so essential for transporting the coal from the deep mines to market that the mines and the coal town of Glen Campbell never would have developed without it. The solidly-built bridge over what must have been a heavily-traveled road attests not only to the wealth of the railroad at the time, but to the importance of the mines at Glen Campbell.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form Number 063-GC-17, by Jayne E. Cramer, 13 March 1985.]

### Sources:

*Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania.* Gloria Berringer, Director, 7 September 1979.  
Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.  
United States Geological Survey map, Burnside, Pennsylvania, 1964.  
Flood Hazard Boundary Maps, Glen Campbell Borough. Federal Emergency Management Agency. Revised 1983.

### **Pennsylvania Rail Road: Homer City Railroad Bridge**

Over Yellow Creek 300 yds. northwest of Main Street in Homer City Borough  
USGS Quad: Indiana (1:24000) UTM: 17/655600/4489500  
Construction Date: Unknown

**DESCRIPTION:** The iron railway bridge, supported by three piers, spans 190' across Yellow Creek, one of two waterways that flow through Homer City Borough. The bridge is roughly 15' high and 14' wide. The railroad reportedly no longer uses the bridge or the adjoining branch of track. While its location over Yellow Creek naturally places the structure in a flood area, it has survived at least two major floods in the past 50 years.

**HISTORY:** No construction date was available for this resource in town histories or local accounts. It is known that the Pennsylvania Railroad used this particular right-of-way to construct a railway line through Homer in 1855 to connect Blairsville with Indiana Borough. The arrival of the railroad spurred significant development in Homer in the late 19th century. The railway's importance is evident in the location of businesses, industries and houses along the rail line as depicted on Beer's 1871 *Atlas*. The town also possessed a large freight yard complex approximately one-fourth of a mile south of this bridge. It no longer exists. It could not be ascertained through regular sources whether this is the original bridge, a modification of the original bridge, or one constructed later in the 19th or early 20th century.

[This entry reprinted from Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-HC-20, by Jayne E. Cramer, 8 September 1984.]

**Sources:**

- Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania.* Gloria Berringer, Director, 7 September 1979.
- F.W. Beers and Company. *Atlas of Indiana County, Pennsylvania.* New York: F.W. Beers and Company, 1871.
- Interview with property owner
- Flood Hazard Boundary Maps, Homer City Borough. Federal Emergency Management Agency. Revised 1983.
- Held, Rev. Charles E., editor. *Program and Historical Souvenir Commemorating the 100th Anniversary of the Birth of George Washington, 1732-1932.* Homer City, PA: George Washington Bi-Centennial Commission of Homer City and Center Borough, 1932.

**Pennsylvania Rail Road: Livermore Viaducts**

Across Conemaugh River in the Livermore vicinity, between Conemaugh Township, Indiana County, and Derry Township, Westmoreland County

USGS Quad: Blairsville (1:24000)

UTM: 17/640300/4479910 (east)

Construction Date: 1907

17/641500/4479750 (west)

**DESCRIPTION:** Three stone railroad viaducts cross the Conemaugh River in the vicinity of the site of Livermore, Pennsylvania, between Conemaugh Township in Indiana County and Derry Township in Westmoreland County. These were built by the Pennsylvania Rail Road in 1907 as part of a large rebuilding project. The viaducts are all of coursed ashlar sandstone foundation and span the river supported by semicircular arches. The roadbeds were double-tracked. The rail lines have been removed. Access to the top of the viaducts is obtained by walking along the old railroad grades, but access to the sides is very difficult, as the viaducts are surrounded by the impounded waters of the reservoir, or, as in the visit in July 1990, by mud flats. At times, the viaducts have been completely submerged by the reservoir.

The first of the stone viaducts in the area crosses the river one-half mile east of the site of old Livermore, and about four miles west northwest of Blairsville. The next viaduct is about one-and-a-third miles downstream, across the westward arm of a river bend. The town of Livermore was located here on the Westmoreland side; across the river was the Indiana County settlement of Fillmore. The third of the viaducts crossed the river a mile further west, on the western edge of yet another bend.

**HISTORY:** Like viaducts at New Florence, Lockport, and Tunnelton, these impressive stone structures bore the Pennsylvania Rail Road main line across the Conemaugh River. They were constructed in 1907 as part of a major rebuilding project. These viaducts replaced earlier wood or metal truss bridges. The

## Transportation

PRR recognized that stone viaducts, while more expensive to construct, required little maintenance, and utilized them for these crossings. The viaducts were abandoned about 1952, when PRR tracks were relocated as a result of the Conemaugh River project.

### Sources:

Interview with William Dzombak, U.S. Army Corps of Engineers, Conemaugh River Dam, Saltsburg, July 1990.

Fitzsimons, Gray, ed. *Blair and Cambria Counties, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites*. Washington, D.C.: Historic American Buildings Survey/Historic American Engineering Record-National Park Service, 1990.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Additional information provided by the Rev. Richard Adams, Indiana.

### Pennsylvania Rail Road: Lockport Railroad Bridge

Conrail at Conemaugh River, between Climax, West Wheatfield Township, Indiana County, and Lockport, Fairfield Township, Westmoreland County

USGS Quad: New Florence (1:24000) UTM: 17/659300/4472500

Construction Date: 1917

**DESCRIPTION:** This deck girder bridge crosses the Conemaugh River between Climax in Indiana County and Lockport in Westmoreland County. The bridge is 340' long and 30' wide, comprised of five deck girder sections each 67' long. The bridge rests on stone and reinforced concrete piers and abutments. The stone wing wall on the Indiana County side was once a part of the Pennsylvania Main Line Canal Lockport Aqueduct, which crossed at this point.

**HISTORY:** This bridge was constructed to carry eastbound traffic in 1917. It uses in part a stone wing wall which survives from the Pennsylvania Main Line Canal's aqueduct at Lockport. The aqueduct was dynamited by the PRR some time after the canal was abandoned. Most of the remaining stone, except for the abutments, was removed in 1893.

### Sources:

Consolidated Rail Corporation. Conrail List of Undergrade and Overgrade Structures in Specified Counties. Philadelphia: Consolidated Rail Corporation, 1988.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 1. Indiana, PA: A.G. Halldin, 1989.

### Pennsylvania Rail Road: Lockport Viaduct

Conrail at Conemaugh River, between Climax vicinity, West Wheatfield Township, Indiana County, and Lockport, Fairfield Township, Westmoreland County, Pennsylvania

USGS Quad: New Florence (1:24000) UTM: 17/659400/4472500

Construction Date: 1907

**DESCRIPTION:** The Pennsylvania Rail Road crosses the Conemaugh River at Lockport on a massive stone viaduct. The 340' long structure is carried on five graceful stone arches, the longest span being 78'. The bridge is 67' wide (ample for the double tracks), and passes 32' over the mean water level. Part of a guide wall on the eastern side is a former abutment for the Lockport aqueduct of the Pennsylvania Main Line Canal. Just below the viaduct, a single track crosses the river on a plate girder deck bridge.



**HISTORY:** Lockport was established as a small port on the Pennsylvania Main Line Canal. The canal crossed the river here from present Climax on a massive stone aqueduct. A number of early canal era buildings survive, but the town has been much disturbed by floods and later development. The first railroad in the area, the Western Division of the Pennsylvania Rail Road, connecting Johnstown and Latrobe, reached Lockport in 1851. Although it did not cross the river into Indiana County, citizens in the southern part of the county had access to the railroad here. A shed was built at the site to accommodate passengers. Some freight was taken off of the Pennsylvania Main Line Canal here, and transhipped by rail.

In 1855-56 the North Western Rail Road, which was created to connect Philadelphia and Chicago, constructed a passage through the Conemaugh-Kiskiminetas valley, linking Blairsville with Saltsburg and eventually, Allegheny City on the north side of Pittsburgh. The line did not extend east to Lockport. The canal was abandoned in the Lockport area as early as 1855. In 1886, the old aqueduct was blown up by the Western Division of the Pennsylvania Rail Road, causing much anger among residents who used it as a bridge.

In 1895 the Pennsylvania Rail Road began to extend its tracks from Bolivar in Westmoreland County to Johnstown in Cambria County, following the old canal towpath. In 1907 the masonry viaduct at Lockport, one of six, was constructed, and the rail line was soon completed. The viaduct remains in use, carrying double tracks.

**Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 1 and 2. Indiana, PA: A.G. Halldin, 1989.  
Interview with Bill Dzombak, U.S. Army Corps of Engineers, Conemaugh Dam, 20 July 1990.

**Pennsylvania Rail Road: New Florence Viaduct**

Conrail at Conemaugh River, between New Florence vicinity, St. Clair Township, Westmoreland County, and West Wheatfield Township

USGS Quad: New Florence (1:24000) UTM: 17/661900/4471250

Construction Date: 1907

**DESCRIPTION:** This stone, semicircular railroad viaduct is borne 750' across the Conemaugh River on eight 78' arches. The viaduct is 28' above the river, and carries two tracks.

**HISTORY:** This viaduct was constructed by the Pennsylvania Rail Road in 1907. It was part of a major rebuilding project instituted by William H. Brown, chief engineer of the PRR in the 1880s. Although steel bridges had been introduced by this time, Brown had stone bridges constructed in many cases. While stone bridges were somewhat more expensive, they were much cheaper to maintain, and a number of these survive in Indiana County.

**Sources:**

Consolidated Rail Corporation. *Conrail List of Undergrade and Overgrade Structures in Specified Counties*. (Philadelphia: Consolidated Rail Corporation, 1988), 14.  
Fitzsimons, Gray, ed. *Blair and Cambria Counties, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites*. Washington, D.C.: Historic American Buildings Survey/Historic American Engineering Record-National Park Service, 1990.

## Transportation

### **Pennsylvania Rail Road: Robinson Railroad Bridge**

Conrail at Conemaugh River, between Robinson, West Wheatfield Township, Indiana County, and Bolivar, Westmoreland County

USGS Quad: Bolivar (1:24000) UTM: 17/657300/4473350

Construction Date: 1904/1908

**DESCRIPTION:** The Pennsylvania Railroad bridge spanning the Conemaugh at Robinson is a steel deck girder structure built in two stages, in 1904 and in 1908. The six-span bridge carries the railroad 360' across the Conemaugh River. The steel deck girders are supported by stone piers with concrete reinforcing caps. The width is 30'. Two lines once crossed the river on separate tracks laid side-by-side. The smaller track on the downstream side has been removed, but the smaller deck girders are intact. The substructure is of stone and reinforced concrete.

**HISTORY:** This bridge was built in two stages; the eastbound or downstream track was built in 1904. Number two track, westbound, was constructed across the river in 1908. Although one track has been removed recently, the larger number two track crossing remains in heavy use.

**Sources:**

Consolidated Rail Corporation. *Conrail List of Undergrade and Overhead Structures in Selected Counties*. Philadelphia: Consolidated Rail Corporation, 1988.

### **Pennsylvania Rail Road: Saltsburg Branch Railroad Bridge**

Conrail at Conemaugh River, Saltsburg Borough

USGS Quad: Saltsburg (1:24000) UTM: 17/631275/4482150

Construction Date: 1919

**DESCRIPTION:** This high plate girder bridge carried a branch rail line to Export in Westmoreland County across the Conemaugh River at Saltsburg. The bridge is 420' long and 18' wide, built on a 4 percent curve, and is 18' wide. The bridge is comprised of six 80' steel plate girder spans resting on stone and concrete abutments and five stone piers with concrete caps. Rails from the single track are still intact on the bridge, but have been removed from the approaches.

**HISTORY:** This bridge was constructed for the Pennsylvania Rail Road in 1919 by the American Bridge Company. It connected a branch line from Export with the Pennsylvania Rail Road's main Conemaugh valley tracks at Saltsburg. The line has been abandoned for a decade or so.

**Sources:**

Plaque on bridge.

**Pennsylvania Rail Road: Seward Railroad Overpass**

Conrail at Pennsylvania Highway 56, West Wheatfield Township  
USGS Quad: New Florence (1:24000) UTM: 17/667450/4476140  
Construction Date: 1929

**DESCRIPTION:** This small deck girder bridge over old Pennsylvania Highway 56 between Seward and Armagh is typical of the smaller bridges built by the American Bridge Company. The bridge carries one track of the Conrail system over the road. The bridge is 38' long, 14' wide with a central span of 35'. The two steel girders bearing the rail line are supported by reinforced concrete abutments with angled wing walls. Low stone retaining walls are located on the west side of the road south of the bridge.

**HISTORY:** This small overpass crossing Pennsylvania Highway 56 was constructed by the American Bridge Company in 1929.

**Sources:**

Plaque on bridge.  
Consolidated Rail Corporation. Conrail List of Undergrade and Overgrade Structures in Specified Counties. Philadelphia: Consolidated Rail Corporation, 1988.

**Pennsylvania Rail Road: "The Subway"**

Conrail at Market Street, Blairsville Borough  
USGS Quad: Blairsville (1:24000) UTM: 17/647500/4476725  
Construction Date: 1907

**DESCRIPTION:** Two adjacent railway underpasses, 37' long and 30' wide, cut below Market Street and the main line rail tracks in Blairsville are known locally as "The Subway." The 1907 cut is lined with stone and reinforced concrete. Market Street, Blairsville's main street, passes over the northern cut, and Conrail's main local line passes over another cut just to the southeast. The stone-lined cut extends for approximately two hundred yards north and for several hundred feet south from the crossings.

**HISTORY:** In 1907 the Western Pennsylvania Rail Road rerouted its tracks through Blairsville in order to reduce the number of grade level crossings in the town. As a part of this realignment, the main line tracks were cut deep to pass under Market Street, and a second cut was made farther northwest to drop Walnut Street below grade level. The railroad tracks are now controlled by Conrail. The railway cut below Market Street is known locally as "The Subway."

**Sources:**

Interview with Ruth Miller, Historical Society of the Blairsville Area, Blairsville, Pennsylvania, 5 July 1990.  
Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.



Photo 77. "The Subway." Photo by Richard Quin.

### **Pennsylvania Rail Road: Two Lick Railroad Bridge**

Conrail at Conemaugh River, between Robinson, West Wheatfield Township, Indiana County, and Bolivar, Westmoreland County

USGS Quad: Indiana (1:24000) UTM: 17/655250/4491750

Construction Date: Unknown

**DESCRIPTION:** The Pennsylvania Rail Road once ran south from Indiana to Blairsville *via* Homer City. Two miles above Homer City, the line crossed Two Lick Creek on a bridge. Although the line was built in 1856, the present bridge dates from the early twentieth century. The four-span deck girder bridge is roughly 400' long, and is carried on four reinforced concrete piers with concrete abutments on either side. The rail line has been abandoned and tracks removed on either side.

**HISTORY:** The Indiana Branch of the Pennsylvania Rail Road was built in 1856. This bridge is an obvious replacement, and probably dates from the early twentieth century. Conrail, which had acquired control of the line, abandoned it in 1980, but left the bridge in place.

**Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### **Pennsylvania Rail Road: Vintondale Railroad Bridge**

At West edge of Vintondale, over Blacklick Creek, across road from Eliza Iron Furnace, Buffington Township

USGS Quad: Vintondale (1:24000)

UTM: 17/667980/4483660

Construction Date: 1924

**DESCRIPTION:** This three-span deck girder bridge over Blacklick Creek at Vintondale was constructed by the Pennsylvania Railroad in 1924. The 175' long bridge is comprised of three 55' deck girder sections which carried a single track. The lower part of the girder stands 7' above the water. The bridge, which is built on a slight curve, rests on stone abutments and two stone piers with concrete caps. A foot walk runs along the southwest side of the bridge.

**HISTORY:** This bridge was constructed in 1924, according to marks on the bridge. The line along Blacklick Creek reached Vintondale in 1894, and in 1900 was extended southwest along the creek into Indiana County, reaching Dilltown that year and Black Lick in 1902. It joined with the Black Lick & Yellow Creek Railroad (later Cambria & Indiana) on the west side of the creek. The line was abandoned after it was severely damaged in the 1977 flood, and the tracks have been removed. This is a replacement bridge.

**Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

Interview with Denise D. Weber, Vintondale, Pennsylvania July 1990.

### **Pennsylvania Rail Road: Walnut Street Railroad Cut**

Conrail at Walnut Street, Blairsville Borough

USGS Quad: Blairsville (1:24000)

UTM: 17/647160/4477300

Construction Date: 1907/1923

**DESCRIPTION:** In 1906 and 1907 the Pennsylvania Rail Road rerouted its tracks through Blairsville to avoid grade crossings at Walnut and Market Streets. The railroad passed under Market Street through "the Subway." The crossing at Walnut Street required an extensive cut and construction of deck and plate girder overpasses. Extending for three blocks east towards downtown; the sides of the cut are lined with impressive cut stone walls, with integral steps provided for access to the houses along the route. Two bridges carry the tracks over the cut: The larger bridge is a deck girder structure carrying the Indiana Branch line; it measures 65' long by 41' wide. The main line is borne by a 1923 plate girder bridge 50' long.

**HISTORY:** Increasing use of the rail lines through Blairsville necessitated relocation of the tracks in 1906 and 1907, in order to avoid congestion at grade crossings.

**Sources:**

Consolidated Rail Corporation. *Conrail List of Undergrade and Overgrade Structures in Specified Counties*. Philadelphia:

Consolidated Rail Corporation, 1988.

Interview with Ruth Miller, Historical Society of the Blairsville Area, July 1990.

## **Transportation**

### **Plumville Bridge**

2 miles west of Loop, West Mahoning Township

USGS Quad: Plumville (1:24000)

UTM: 17/654150/4517530

Construction Date: 1918

**DESCRIPTION:** Pennsylvania Highway 210 is carried over the North Branch of Plum Creek in Plumville Borough by a reinforced concrete bridge. The structure is 37' long and 28' wide. The single-arched bridge is unadorned except for corbeled tops on the side guard walls, and weatherings at the top of the abutments. A bronze bridge plaque is embedded in the northwest side.

**HISTORY:** A plaque on the bridge states that it was built in 1918 by M. Bennett & Sons, contractors. Thomas Pealer was county engineer.

**Sources:**

Plaque on bridge.

### **Ranson Avenue Bridge**

Ranson Avenue at Conrail, Blairsville Borough

USGS Quad: Blairsville (1:24000)

UTM: 17/646775/4477650

Construction Date: 1906

**DESCRIPTION:** This bridge, built by the American Bridge Company, crosses Conrail's tracks near the north end of Liberty Street in Blairsville. It is a double span plate girder deck bridge, 122' long and 23' wide, and stands 30' above the rail tracks. The riveted bridge rests on cut stone abutments and is supported by a central steel cross-brace bent on a stone pier. A 2 1/2" pipe, one foot above the deck top, serves as a pedestrian guard rail. The wooden deck has been asphalted for smoother vehicular traffic; it now has a posted weight limit of ten tons.

**HISTORY:** The 1907 structure was built to provide access on Ranson Avenue over the railroad (then the Pennsylvania Rail Road) to the northern end of Liberty Street and the surrounding neighborhood. Construction of the bridge coincided with a general relocation of tracks through Blairsville. Ranson Avenue was named for William Ranson, supervisor of the PRR's Indiana Branch in 1855, and later, supervisor of the Western Pennsylvania Division PRR. The bridge is still in active use by residents and businesses in this section.

**Sources:**

Conrail List of Undergrade and Overhead Structures in Specified Counties. Consolidated Rail Corporation. Philadelphia, PA: January 1988.

Interview with Ruth Miller, Historical Society of the Blairsville Area, 5 July 1990.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 1 and 4. Indiana, PA: A.G. Halldin, 1989.



### **Richard's Run Bridge #1**

1/4 mile NW of Robinson, West Wheatfield Township

USGS Quad: Blairsville (1:24000)

UTM: 17/658760/4473970

Construction Date: 1911

**DESCRIPTION:** This small bridge over Richard's Run north of Robinson on LR2008 has a single span of large, coursed sandstone. It measures 55' in length, 18'-6" in width, and stands 15' above the water. The cap of the bridge sides and part of the guard walls have been patched with cement. Above the single semicircular arch is a keystone with the date of construction, 1911.

**HISTORY:** This bridge is a good example of a small stone arch bridge from the early twentieth century. It is distinguished by its 30' semicircular arch, peaked guard rails, and dated keystone (1911). The property has been listed in the National Register of Historic Places for its role in the history of transportation in Indiana County.

**Sources:**

Frampton, Tracy Edwin and Jodie Molnar Hedrick. Pennsylvania Historical and Museum Commission. Pennsylvania Historic Resource Survey Form for "Bridge in West Wheatfield Township". 8 May 1989.

T.R. Sitler, Pennsylvania Historical and Museum Commission. Pennsylvania Historic Resource Survey Form for "Bridge in West Wheatfield Township". 1 July 1982.

### **Richard's Run Bridge #2**

1/3 mile NW of Robinson, West Wheatfield Township

USGS Quad: Blairsville (1:24000)

UTM: 17/659100/4474300

Construction Date: ca. 1911

**DESCRIPTION:** Spanning Richard's Run 1/3 mile northwest of Robinson, this small bridge is one of two stone bridges crossing the small stream outside of Robinson. This bridge is of sandstone construction and has two segmental stone arches, each about 16' across. The bridge is 44' long and 21' wide. The top of the arch is 5' above the stream; the roadway is two feet higher, the top of the guard wall is 9'-4" above the stream.

**HISTORY:** This bridge was likely built about 1911, when a smaller stone bridge of similar design was constructed 1/8 mile downstream.

**Sources:**

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

## Transportation



Photo 78. Richard's Run Bridge #2. Photo by Richard Quin.

### Robinson Bridge

Pennsylvania Highway 259 between Robinson, West Wheatfield Township, Indiana County, and Bolivar, Derry Township, Westmoreland County

USGS Quad: Bolivar (1:24000) UTM: 17/657350/4473350

Construction Date: 1937

**DESCRIPTION:** The 1937 steel bridge over the Conemaugh River between Robinson and Bolivar is a long single span modified Warren truss with verticals. The single span through truss bridge is 307' in length, 30' wide, 30' high, and has a minimum clearance of 19'-5"; the bottom of the bridge is 19' above the water. It rests on reinforced concrete abutments on either bank of the river. A pedestrian sidewalk is located on the east side of the concrete deck. Remains of the previous bridge (abutments and a collapsed pier) can be discerned just upstream.

**HISTORY:** A Howe truss bridge was constructed over the Conemaugh River between Bolivar and present Robinson in 1880. Joseph Klingensmith of Newville [Creekside] had the contract; stonework was by Elias King of Homer City. This wooden bridge was eventually replaced by an iron bridge which was washed away by the 1889 Johnstown Flood. In 1890, another iron bridge was built as a replacement by the Pittsburgh Bridge Company. The St. Patrick's Day Flood destroyed that bridge in 1936, and the present bridge was opened in 1937 at a cost of \$79,000.

#### Sources:

*Indiana Evening Gazette*, 27 November 1937.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.

### **Robinson Railroad Bridge Abutments**

In Robinson, on PA 259, across sharp corner in road from Keystone Gas Station in north part of town, crossing unnamed creek, West Wheatfield Township

USGS Quad: Bolivar (1:24000) UTM: 17/657825/4474025

**DESCRIPTION:** Present at Robinson are stone abutments in good condition from two railroad bridges. In addition to the bridge abutments, the rail grades to each are still quite visible. The bridge superstructures have been entirely removed, but the railroad grade to each crossing can be traced. The northern of the two bridges was 19' long, with an open span of 13', and stood 6' above mean water level. Guard wings extend back from either side. The other bridge was about 12' long, 12' wide, and 7' above the creek.

**HISTORY:** According to maps, the crossings here carried spur lines which left the main Pennsylvania Rail Road [now Conrail] tracks a half mile southwest at the Garfield Fire Clay Company. The two spurs connected the company brick works with coal and fireclay mines above Robinson.

**Sources:**

U.S. Geological Survey Map, Bolivar, Pennsylvania quadrangle, 1964.

### **Roseboro Bridge**

Near Roseboro in Canoe Township

USGS Quad: Rochester Mills (1:24000) UTM: 17/661371/4481750

Construction Date: 1884

**DESCRIPTION:** This single-lane bridge spanned 133' across both a steep ravine and the tracks of the Baltimore and Ohio Railroad. The single-span Pratt through truss is 27' high and its base stands 47' above the railroad cut below. The riveted bridge was built by the Union Bridge Company of Athens, Pennsylvania. Plaques bearing the company's name and the date 1884 were attached to girders at both ends of the span. Restricted to vehicle traffic of under ten tons in weight, the bridge was located in Roseboro, a sparsely populated rural settlement. The bridge was demolished soon after it was inventoried in August 1990.

**HISTORY:** This bridge was built in 1884, approximately sixteen years prior to railroad construction through Canoe Township. It is unknown who funded the erection of the span. It may have even been moved to this site from another location by the New York Central Railroad. The NYC constructed a railroad in Canoe Township to haul coal mined by its subsidiary company, the Clearfield Bituminous Coal Corporation.

The Union Bridge Company of Athens, Pennsylvania (Bradford County) began as a small bridge-constructing business started in 1869 by Charles Kellogg. By 1891, according to the *History of Bradford County, Pennsylvania*, the Union Bridge Company employed about 500. It also lists the company's most important structures:

Their construction of great iron works extends nearly all over the civilized world. Among others

## Transportation

Their construction of great iron works extends nearly all over the civilized world. Among others of their building we note the Kentucky and Indiana Bridge at Louisville, the great Eads Bridge, St. Louis, the Hawkesbury River bridge, New South Wales, the Poughkeepsie bridge, the Illinois Central Railroad bridge, Cairo, Ill., the Merchants' Bridge, St. Louis, the Winona Bridge, across the Mississippi at Winona, and are now constructing a bridge across the Mississippi at Memphis, Tenn.; this last work requiring over 7,000 tons of steel and iron.



Photo 79. Roseboro Bridge. Photo by Richard Quin.

It is not known how many bridges produced by the Union Bridge Company survive. It is probable that some of its major bridges have been replaced by modern counterparts. This span was the sole construction of the Athens company to be found in Indiana County, the oldest metal truss bridge in Indiana County and the only one surviving from the nineteenth century. The bridge was demolished in 1990.

### Sources:

- Bradsby, H.C. *History of Bradford County, Pennsylvania, with Biographical Selections*. Chicago: S.B. Nelson & Co., 1891.
- FIA Flood Hazard Boundary Maps, Township of Canoe, PA. Washington, D.C.: Department of Housing and Urban Development, 11 July 1975.
- Preliminary Research Report: Comprehensive Historic Sites Survey of Indiana County, Pennsylvania*. Gloria Berringer, Director, 7 September 1979.

### **Saltsburg Bridge site**

Between Saltsburg Borough, Indiana County, and Loyalhanna Township, Westmoreland County, Pennsylvania, adjacent to the new highway bridge

USGS Quad: Saltsburg (1:24000) UTM: 17/631050/4482680

Construction Date: 1840

**DESCRIPTION:** The stone abutments are intact at either end. The wooden bridge was destroyed by fire. The later steel truss bridge has been removed. The stone abutments are in good condition. The top of the south abutment is used as a mini-park adjacent to a new highway bridge.

**HISTORY:** In 1840 construction began on a covered bridge across the Kiskiminetas River at Saltsburg. Construction took three years and cost \$10,000. The timbers were cut on Red Bank Creek in Jefferson and Clarion counties, then floated down to the Allegheny River at Freeport, then up the Pennsylvania Main Line Canal to Saltsburg. The bridge was built on a Burr patent truss. Heavy pine timbers, braced with iron rods, were used in its construction. It was 300' in length, double tracked, and supported by a central pier. It operated as a toll bridge until 1883, when the Commissioners of Westmoreland and Indiana counties purchased it and made it a free bridge. The bridge burned in 1922 and was replaced by a new steel truss bridge. This new bridge was 404' long; it was completed in 1923 at a cost of \$63,000. This later bridge was replaced in 1985 with the present concrete deck bridge.

#### **Sources:**

Metzgar, Tom. "The Saltsburg Covered Bridge," in Bill Wolford, editor, *Canal Days: Special Covered Bridge Edition*. Saltsburg, PA: Historic Saltsburg, Inc., 1987.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 1 and 2. Indiana, PA: A.G. Halldin, 1989.

Additional information provided by Clarence D. Stephenson.

### **Seward Bridge**

Pennsylvania Highway 56 between site of Nineveh, Indiana County, and Seward vicinity, St. Clair Township, Westmoreland County

USGS Quad: New Florence (1:24000) UTM: 17/467450/4476000

Construction Date: 1932-33

**DESCRIPTION:** The 1932 bridge over the Conemaugh River at Seward is comprised of two steel Parker through trusses, each 188' feet long, resting on stone and concrete abutments and a stone and concrete central pier. The bridge trusses are 30' high, with a minimum clearance of 16'. The steel beams were manufactured by Bethlehem Steel. The north end of the north span is five feet lower than the bridge at center; the south span is level. A river gauging station with microwave relay is located at the south end.

**HISTORY:** A bridge across the river between Seward and the site of the now vanished canal town of Nineveh (formerly Rodgers' Mill) was proposed about 1856. That year, subscriptions for its construction by the "Strongstown and Ligonier Bridge Company" were opened at Strongstown, Mechanicsburg (now Brush Valley), Armagh, Nineveh, and other places. It appears the venture was unsuccessful, and no bridge was built. A Howe truss bridge was finally built about 1867. This bridge was damaged by a flood in 1888, and washed away the following year in the Johnstown Flood. In June 1889, the Pittsburgh Iron Bridge Company received a contract to build a replacement, and this bridge remained in use until 1932. In 1933 the Industrial Construction Company of Cleveland, Ohio, erected the present steel bridge at a cost of \$65,000.



Photo 80. Seward Bridge. Photo by Richard Quin.

Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, vols. 1 and 2. Indiana, PA: A.G. Halldin, 1989.  
Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. Listing of All Indiana County Bridges 20 Feet and Greater. Harrisburg, PA: 23 August 1990.

### Shelocta Bridge

Between Shelocta Borough, and Armstrong Township  
USGS Quad: Elderton (1:24000) UTM: 17/643335/4501850  
Construction Date: 1929

**DESCRIPTION:** Carrying Pennsylvania Highway 156 over Crooked Creek on the southern edge of the borough of Shelocta is a modified Warren truss steel bridge erected in 1929 by the American Bridge Company. The bridge is 112'-6" long and 28'-6" wide; the truss is 15' high. Mill marks indicate that the riveted steel members were manufactured by the Carnegie Works of U.S. Steel. The diagonals are joined to the top chord by metal plates and are staggered, rather than meeting in clean butt joints. The bridge rests on reinforced concrete abutments, and stands only 14' above the creek. Both the concrete deck and concrete guide rails are recent replacements.

**HISTORY:** This is at least the third bridge on the site. The first was swept away in a flood in 1866, and was replaced by a covered wooden bridge, 93' long. The present steel truss bridge was built in 1929. The structure, designed by the Harris Engineering Company of Pittsburgh, was erected by the American Bridge Company and was completed in 1929.



Sources:

Golden Age Club of Shelocta. "Shelocta." MSS, copy at Historical and Genealogical Society of Indiana.

Plaque on bridge.

Additional information provided by Clarence D. Stephenson, from *Indiana Weekly Register*, 11 April 1866.

### **Sugarcamp Run Bridge**

2 miles west of Loop, West Mahoning Township

USGS Quad: Dayton (1:24000) UTM: 17/652220/4528600

Construction Date: Unknown

**DESCRIPTION:** This small reinforced concrete bridge crosses Sugarcamp Run on the Milton Road two miles west of Loop. The bridge is 25' long, 15' wide, and stands about 7' above the small branch. The wing guard walls are stepped down, and are about two feet lower than the side guard walls. The stream is spanned by a small arch, 15' wide.

**HISTORY:** A plaque on the bridge states that it was built by Curwensville Construction Company. The other bridge plaque has been stolen, and no date of construction was immediately available.

Sources:

Plaque on bridge.

### **Tanoma Bridge**

At Tanoma, Rayne Township

USGS Quad: Clymer (1:24000) UTM: 17/665050/4506975

Construction Date: 1909

**DESCRIPTION:** The Tanoma village bridge across the East or Barr Slope branch of Crooked Creek is a small concrete and steel girder deck bridge resting on concrete and stone abutments. It has iron or steel rails on the sides, ornamented with ball finials at the ends. A plaque on one side gives the date as 1909 and identifies the bridge as having been built by the Climax Manufacturing Company; a plaque on the other side repeats the date and names the commissioners responsible for the bridge. This is a small bridge, only about 20' x 20', bearing a single lane. The guide rails have been struck by vehicles and are somewhat bent.

**HISTORY:** This small bridge across a branch of Crooked Creek at Tanoma is interesting for its delicate iron or steel side rails decorated with ball finials. The bridge was built by the Climax Manufacturing Company of Marathon, New York, in 1909. The bridge is the only one its type recorded in the survey.

Sources:

Plaques on bridge.

## Transportation

### Thomas Bridge

Thomas Covered Bridge Road, 1/4 mile southeast of PA 954, Armstrong Township

USGS Quad: Ernest (1:24000) UTM: 17/649010/4502750

Construction Date: 1877

**DESCRIPTION:** The Thomas Bridge over Crooked Creek in Armstrong Township is built on a Town Lattice Truss, comprised of a grid of diagonal wooden braces joined with wooden pegs. The structure is built of hemlock lumber; the pegs are locust. The bridge is 93' long and 15' wide, and stands about 18' tall. Floors are of wooden planks laid across the main dimension. The structure is topped by a gabled terne roof.

**HISTORY:** The Thomas Covered Bridge is the only covered bridge in Indiana County still carrying vehicular traffic, and one of only four surviving covered bridges in the county. It was built at the former "Thomas Fording" in 1879 by Amos M. Thomas; Robert Morton Fleming supervised the work, and Ben McCreight was the stonemason. At its completion in November, the construction costs totalled \$545. A new bridge is scheduled to be constructed alongside the old bridge in 1992, but the present structure will remain threatened by potential heavy flooding on Crooked Creek. The bridge is listed in the National Register of Historic Places for its local significance to Indiana County in transportation.

#### Sources:

Cramer, Jayne E. Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-AR-01, Thomas Bridge, 21 November 1986.

"Indiana County's Covered Bridges." Indiana, PA: Indiana County Visitors and Convention Bureau, 1990.

Stephenson, Clarence. "Aging Thomas Bridge Merits Saving." *Indiana Gazette*, 4 October 1986.

Zacher, Susan. National Register of Historic Places nomination for the Covered Bridges of Indiana County.

### Triecce's Run Bridge

Water Street at Triecce's Run (Sulphur Run), Blairsville Borough

USGS Quad: Blairsville (1:24000) UTM: 17/665050/4506975

Construction Date: Unknown

**DESCRIPTION:** This small early twentieth-century roadway bridge spans Triecce's Run, sometimes called Sulphur Run, a small branch flowing into the Conemaugh River at Blairsville. The bridge carried Water Street, now mostly abandoned, over the creek approximately one-hundred feet above its confluence with the river. The reinforced concrete deck bridge is 143'-6" in length, 17'-3" in width, and stands approximately 10' above the surface of the intermittent stream. It rests on stone abutments at either end and by an assortment of eight concrete piers, some acting as bents by being mounted on stone pylons or bases. The bridge has at times been submerged by floodwaters of the Conemaugh and impounded waters of the U.S. Army Corps of Engineers' Conemaugh River Lake, and is in poor condition. A part near the southwest corner has begun to collapse. Although built to carry Water Street, the only use of the bridge today is by pedestrians and cyclists passing from the central and southern parts of Blairsville to the western "Riverview" area.

**HISTORY:** The concrete deck bridge over Triecce's Run in Blairsville dates from the early twentieth century, and connected downtown with the "Riverview" area to the west until about 1950, when Water Street was closed and its houses and other buildings demolished by the U.S. Army Corps of Engineers

to provide easements for the Conemaugh River Lake. The area today is proposed as a local park, though there is some discussion of removing the bridge.

Sources:

Interview with Jeffrey Smith, President, Historical Society of the Blairsville Area, Blairsville, 25 July 1990.

U.S. Army Corps of Engineers. Conemaugh River Lake Project, Map Sheet No. 73. Copies at Conemaugh River Lake project office, Saltsburg vicinity.

### Trusal Bridge

Trusal Road (T-406), 1/4 mile south of SR 4006, Washington Township

USGS Quad: Ernest (1:24000)

UTM: 17/653305/4510201

Construction Date: 1870

**DESCRIPTION:** The diminutive Trusal Bridge over the South Branch of Plum Creek is the smallest of the four surviving covered wooden bridges in Indiana County. The structure is built on a wood Town Lattice truss and rests on stone abutments reinforced with concrete. It is clad in vertical-board wooden plank siding and is topped by a gabled terne roof. It is 47' long and 14' wide, and stands about 13' tall with a minimum clearance of 11'.

**HISTORY:** The Trusal Bridge utilizes the Town lattice truss. It is one of three surviving Town truss covered bridges in the county, and the oldest and smallest covered bridge in the county. It was built in 1870 and was named for Robert Trusal, adjoining property owner. It was later called Dice's Bridge after another area citizen, Thomas Dice. The bridge is listed in the National Register of Historic Places.

Sources:

Cramer, Jayne E. Pennsylvania Historical & Museum Commission Historic Resource Survey Form 063-WA-05, Trusal Bridge, 8 November 1986.

Kinnunen, Martin. "Commissioners Act to Save Bridge." *Tribune-Democrat* (Johnstown), undated clipping, Historical and Genealogical Society of Indiana County.

\_\_\_\_\_. "Contract Awarded to Save Bridge." *Tribune-Democrat*, undated clipping, Historical and Genealogical Society of Indiana County.

"Indiana County's Covered Bridges." (brochure), Indiana, PA: Indiana County Visitors and Convention Bureau, 1990.

Zacher, Susan. National Register of Historic Places nominations for the Covered Bridges of Indiana County.

### Tunnelton Bridge

Across Conemaugh River, 2/3 mile S of Tunnelton, between Conemaugh Township, Indiana County, and Derry Township, Westmoreland County

USGS Quad: Saltsburg (1:24000)

UTM: 17/636450/4479200

Construction Date: 1938

**DESCRIPTION:** The largest of the surviving Conemaugh River road bridges, this single span bridge at former Kelly's Station (now Tunnelton) was built by the Pennsylvania Department of Highways in 1938. The modified Pennsylvania through truss measures 402' long by 27' wide; the single truss is roughly 50' high. The riveted steel bridge has uncommon horizontal braces. The reinforced concrete abutments rest in part on earlier stone ones.

## Transportation

**HISTORY:** A ferry across the Conemaugh River at Kelly's Station (later Tunnelton) existed here by the late 1870s. The iron bridge was built in 1886. The 350' long iron superstructure was built by the Mt. Vernon Bridge Company for \$4,900. It was severely damaged, after only three years service, by the Johnstown Flood of 1889. The Pittsburgh Bridge Company received the contract to raise and repair it, and the bridge was again damaged in 1918, this time by an ice gorge which bent the truss out of shape. The present bridge was built in 1938 by the Pennsylvania Department of Highways.

### Sources:

Plaque on bridge.

Pennsylvania Department of Transportation, Bureau of Bridge and Roadway Technology. Listing of All Indiana County Bridges 20 Feet and Greater. Harrisburg, PA: 23 August 1990.

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Hallidin, 1989.



**Photo 81.** Tunnelton Bridge. Photo by Richard Quin.

## Western Pennsylvania Rail Road: Bow Ridge Tunnel

Through Bow Ridge, 1/4 mile south of Conemaugh Dam, Westmoreland County

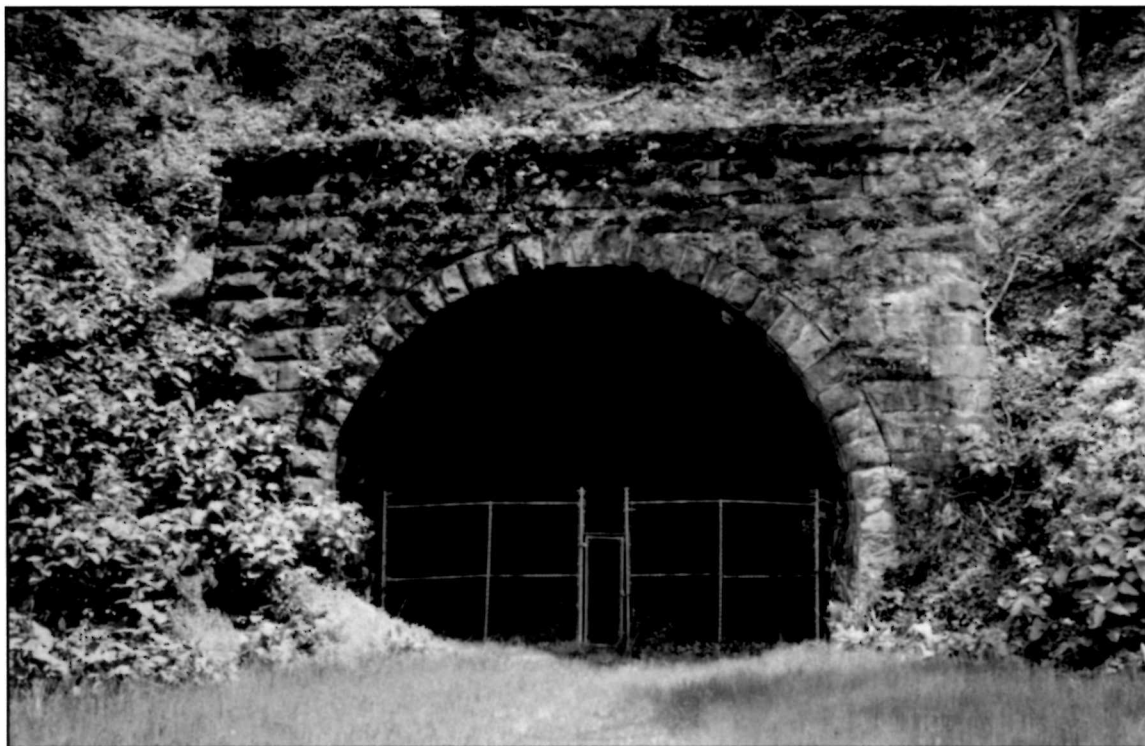
USGS Quad: Blairsville (1:24000)

UTM:17/638600/4480150

Construction Date: 1863

**DESCRIPTION:** The east end of this 1863 tunnel, located across the Conemaugh River in Westmoreland County, is mostly submerged by the impounded waters of Conemaugh River Lake, and the site is disturbed by the intake system of a water sluice through Bow Ridge which carries water to a powerhouse below the dam on the west side of the ridge. The railroad tunnel is plugged on the interior to keep

reservoir waters from surging through the tunnel. The west portal is intact and open. The semicircular arch is 24' wide, and 24' high. The tunnel is at the end of a short entrance cut 65' long. Access is prohibited by fencing.



**Photo 82.** Bow Ridge Tunnel (west portal). Photo by Jet Lowe.

**HISTORY:** This tunnel was constructed by the Western Pennsylvania Rail Road, successor to the North Western Rail Road, in 1863. The tunnel was abandoned about 1907 when the Pennsylvania Rail Road, successor to the line, constructed a new tunnel through the ridge a short distance south.

**Sources:**

Interview with William Dzombak, U.S Army Corps of Engineers, Conemaugh River Dam, July 1990.

**WPA Retaining Wall, Grove Chapel Road**

Grove Chapel Road, 1/4 mile NE of PA Highway 110, Rayne Township

USGS Quad: Ernest (1:24000) UTM: 17/658150/4504000

Construction Date: ca. 1934

**DESCRIPTION:** This stone retaining wall on Grove Chapel Road is representative of highway projects undertaken by the Works Progress Administration during the 1930s. The coursed ashlar sandstone wall runs for 250' along a cut in a steep hillside on the northwest side of the road. It is 6' tall at its highest point, tapering to 4' in height at the ends.

## Transportation

**HISTORY:** Informants state that the wall was built by the Works Progress Administration. The WPA was active in the county in the mid-1930s; a report in 1936 detailed 132 projects, many of which involved road improvements. Other road work, including the construction of retaining walls, was performed by the Civil Works Administration, which began work in Indiana County in December, 1933. The wall could have been built by either project.

### Sources:

Stephenson, Clarence D. *Indiana County 175th Anniversary History*, v. 2. Indiana, PA: A.G. Halldin, 1989.



### Notes: Transportation

1. Clarence D. Stephenson, *Indiana County 175th Anniversary History*, 4 vols. (Indiana, PA: A.G. Haldin, 1978-1989), I:84-K.
2. Stephenson, *175th*, I:132-33, 139.
3. Ibid., I:165-67.
4. Ibid., I:343-44.
5. Ibid., 345-46.
6. Ibid., 348-49.
7. Stephenson, *175th*, I:350-51; Clarence D. Stephenson and Lewis Poorman, *A History of Public Transportation in Indiana County, Pennsylvania* (Indiana, PA: Indiana County Transit Authority)3.
8. Stephenson, Clarence and Lewis Poorman. *A History of Public Transportation in Indiana County, Pennsylvania*. Indiana, PA: Indiana County Transit Authority, 1982, 3.
9. Stephenson, *175th*, I:351-52.
10. Ibid., 351-53.
11. Ibid., 354-55.
12. George B. Johnson, *Saltsburg and the Pennsylvania Canal* (Saltsburg, PA: Historic Saltsburg, Inc., 1984), x.
13. Clarence D. Stephenson, *History of Blairsville, Pennsylvania* (Indiana, PA: A.G. Halldin, n.d.), 4; Stephenson, *175th*, I:134-35.
14. Stephenson, *175th*, I:364.
15. George B. Johnson, "Pennsylvania Canal Hike," MSS, guide to Pennsylvania Canal route in the Saltsburg area, printed for annual "Canal Days" celebration (Saltsburg, PA: Historic Saltsburg, Inc., n.d.), 1.
16. Clarence D. Stephenson, *Pennsylvania Canal: Indiana and Westmoreland Counties* (Marion Center, PA: Privately published, 1961), 2.
17. Johnson, *Saltsburg and the Pennsylvania Canal*, 18-19. Historical Marker, Saltsburg Canal Park. Information provided by Clarence Stephenson; Johnson, "Pennsylvania Canal Hike," 1.
18. Stephenson, *Pennsylvania Canal*, 5, 9.
19. Ibid., 13; Historical Marker, Saltsburg Canal Park.

## Transportation

20. William W. Hassler, "Keels and Wheels Reach the End of the Line," *Indiana County Heritage*, v. 2, no. 1 (July 1967), 15.
21. Johnson, *Saltsburg and the Pennsylvania Canal*, 38, 63; Stephenson, *History of Blairsville*, 5.
22. Stephenson, *175th*, II:122.
23. Bill Graff, "Blairsville's First Railroad," *Indiana County Heritage*, v. 11, no. 2 (Winter 1987/88), 10-11.
24. Stephenson, *History of Blairsville*, 8. Details of construction of the "Indiana Branch" line are given in the Chief Engineer's Report filed in the annual report of the PRR, copy at Altoona Public Library.
25. Stephenson, *175th*, I:556-67.
26. Ibid., II:108-109, 313.
27. Ibid., II:316.
28. Ibid., II:316-18.
29. Hassler, 16; Stephenson, *History of Blairsville*, 8.
30. Paul Pietrak, *The Buffalo, Rochester & Pittsburgh Railroad* (North Boston, New York: Privately published, 1979), 118-19.
31. Stephenson, *175th*, II:438.
32. Ibid., II:438, 655, III:547, 614m.
33. Graff, 9; additional information provided by the Rev. Richard Adams, Indiana.
34. Stephenson, *175th*, II:654-55. Information provided by the Rev. Richard Adams, Indiana.
35. Clarence D. Stephenson, "Aging Thomas Bridge Merits Saving," *Indiana Gazette*, 4 October 1986, Sec. II, 2.
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## Index

Abner Kelly Tannery 137  
Adam Altemus 112  
Adams Steel Company 104  
Altemus, Adam 112  
Altemus Mill 112-113, 120  
Altman, George I. 117, 122  
Alverda 2, 12, 15, 61-63  
American Union Telephone Company 154, 165  
American Water Works Company 151, 160  
Andre Lumber Company 127  
Arcadia 2, 8, 12, 63-65, 152  
Aultman 5, 9, 12, 66, 68-70  
Bairdstown Bridge 181, 182  
Baker, Elias 90  
Baker Furnace 90, 132  
Baltimore & Ohio Railroad 178, 180, 182, 183, 189-191  
Barr Slope 2, 4, 8, 11, 13, 20-23, 26, 32, 33, 35, 84, 241  
Bell, Hugh M. 97  
Bell Telephone Company 153, 165  
Bell Telephone Company: Blairsville Exchange 155  
Bell Telephone Company: Indiana Exchange 156  
Bell, Walter 113  
Bell's Mill 58, 113  
Bethlehem Mines Corporation 13, 14, 61, 62  
Bethlehem Steel 2, 13, 15, 55, 61, 62, 136, 239  
Black Lick & Yellow Creek Railroad 107, 136, 233  
Blacklick Creek 6, 52-54, 57, 65, 89-92, 94, 98, 105, 113, 114, 116, 136, 175, 176, 180, 181, 183, 198, 202-205, 219, 220, 233  
Blacklick Creek Railroad Bridge 219, 220  
Blacklick Furnace 89, 90  
Blacklick Manufacturing Company 110  
Blairsville Borough 93, 125, 126, 131, 142, 146, 155, 156, 181, 220-222, 231, 233, 234, 242, 253  
Blairsville Concrete Products 126, 127  
Blairsville Depot 220, 221  
Blairsville Enameled Ware Company 89, 93  
Blairsville Freight Station 222  
Blairsville Illuminating Company 152, 156  
Blairsville Machine Products 125  
Bollinger-Andrews Foundry 91  
Boltz 37-39, 180, 216, 223, 244, 245  
Brady, Hugh and Robert 114  
Brady's Mill 114  
Brown, William H. 224, 229  
Brush Creek Mining Company 7, 15-19

Buchanan's Building Supply Centers 134  
 Buena Vista Bridge Ruins 183  
 Buena Vista Furnace 12, 91-93, 183, 261  
 Buffalo, Rochester & Pittsburgh Railway 2, 3, 12, 15, 18, 19, 36, 49, 50, 52, 66, 70, 72, 80, 118, 141, 154, 178-180, 183-188, 190-194, 202, 266  
 Caldwell, William W. 89  
 Cambria & Indiana Railroad 15, 136  
 Cambria Steel Company 13, 55, 61  
 Campbell's Mill 114, 175, 176, 195, 196  
 Campbell's Mill Bridge Site 195  
 Canal Prism, near Centerville 216  
 Cast Concrete Bridges 196  
 Centerville 37, 46, 177, 216  
 Central District and Printing Telegraph Company 153, 155, 156, 164, 165  
 Charcoal Flats 132  
 Cherry Tree and Dixonville Railroad 61, 196-198  
 Cherry Tree Railroad Bridge 196  
 Claghorn 2, 52-55, 198, 199  
 Claghorn Bridge 52, 198, 199  
 Clark Brothers Glass Manufacturing Plant 110  
 Clawson Blacksmith Shop 93  
 Clawson, John 93  
 Clearfield & Indiana Coal Company 64  
 Clearfield Bituminous Coal Corporation 2, 4, 5, 8, 9, 13, 20-23, 25-35, 48, 59, 62-64, 84, 107, 237  
 Clearfield Supply Company 13, 20, 24, 29, 31, 32, 35  
 Climax 46, 47, 131, 216, 228, 229, 241  
 Clymer 2, 4, 5, 8, 13, 22, 23, 27, 32-35, 59, 107, 128, 152, 180, 181, 198-199, 207, 254, 256, 258  
 Clymer Brick and Fire Clay Company 110, 127-129, 128  
 Clymer Machine Shop 21, 22  
 Clymer Streetcar Station 207, 208  
 Clymer Water Company 151, 154, 157-159  
 Coal Run 5, 36, 67  
 Coal Run Mining Company 36  
 Coalport 39, 177  
 Cokeville Bridge Piers 199  
 Columbia Plate Glass 12, 110, 111  
 Commodore 5, 8, 11, 13, 14, 23-26, 32, 180, 198, 254, 258  
 Conemaugh Dam 124, 160, 161, 177, 179, 203, 204, 215, 216, 218, 219, 223-225, 229, 244  
 Conemaugh Electrical Generating Station 165, 166  
 Conemaugh Iron Works 89, 93  
 Conemaugh River 1, 5, 6, 37, 38, 43, 44, 111, 114, 122, 124, 125, 130, 132, 151, 154, 160, 161, 165, 169-171, 175-177, 179-181, 195, 199, 200, 204, 211, 212, 215, 216, 218-220, 223-230, 232, 236, 239, 242-245, 255, 266, 267

Conemaugh River Dam 154, 179, 215, 219, 224-226, 228, 245  
 Conemaugh River Lake 111, 114, 124, 160, 161, 177, 180, 195, 200, 212, 216, 223, 242, 243, 244, 266  
 Conemaugh Smokeless Coal Company 37  
 Conrail 23, 52, 57, 126, 130, 136, 156, 166, 196-198, 206, 215, 216, 219, 224, 226, 228, 229, 230-234, 266  
 Coral 9, 48, 49, 167  
 Coy 12, 15, 16, 18, 19  
 Cramer Coal, Coke & Stone Company 37-39  
 Creek Road Bridge 200, 201  
 Creekside Railroad Bridge 183, 184  
 Creekside Railroad Bridge over McKee Run 184  
 Creekside Wooden Bridge 201, 202  
 Cummings Dam 154, 178, 184, 185, 265  
 Daugherty, James R. 133  
 Daugherty Planing Mill 133  
 Decherd, Joseph 108  
 Diamond Glass Company 111  
 Diamondville 164  
 Dilltown Bridge 202  
 Dugan Glass Company 111  
 East Tunnel Viaduct 223, 224  
 Edri 39, 40, 177  
 Eliza Furnace 54, 95, 94-96, 176  
 Ernest 3-5, 8, 9, 11, 19, 50, 52, 115, 154, 161, 162, 178-180, 185, 186, 195, 209, 254, 258, 259, 264  
 Ernest Mines Railroad Bridge 185, 186  
 Ernest Waterworks 161, 162  
 Estep Brothers Coal Company 62  
 Eureka Manufacturing Company 93  
 FMC Corporation 89, 93, 94, 145  
 Farmers Telephone Company 154  
 Federal Laboratories 196  
 Fee and Thomas Battery Factory 138  
 Findley, John A. 108  
 Fisher, John S. 128  
 Foster 39, 40  
 Foster Coal & Mining Company 39  
 Frankstown Road 175  
 Fulton Run 49, 51, 52  
 Gamble, Jacob 115  
 Gamble's Mill 115  
 Garfield Fire Clay Brick Company 1, 110, 130, 131  
 Germany Lime Kilns 138  
 Gipsy 7, 47, 48, 82, 152  
 Glen Campbell 1, 4, 11, 12, 42, 43, 138, 152, 180, 226, 259

Glen Campbell Railroad Overpass 226  
 Glenmore Coal & Coke Company 8, 40, 41  
 Glory Substation 168, 169  
 Goodville Bridge 201, 203  
 Goodville Railroad Overpass 186  
 Graceton 2, 9, 11, 48, 56, 57, 181  
 Graff Brothers Coal Company 44, 58  
 Grafton Bridge Piers 203  
 Greenwich Coal & Coke Company 45  
 Greiner Baking Company 139, 140  
 Grey's Run Bridge 204  
 Groft's Mill 115  
 Harmon Bridge 179, 204, 205  
 Harris Coal & Coke Company 46  
 Heilwood 4, 7, 10, 13, 14, 60, 61, 136, 198  
 Helen Mining Company 167  
 Helvetia Mining Company 167  
 Heshbon 7, 52, 65, 180, 199, 205  
 Heshbon Bridge 205  
 Heshbon Mill 116  
 Hillman Bridge 179, 206, 207  
 Hillsdale Coal & Coke Company 42, 47  
 Homer City 19, 40, 41, 66, 108, 145, 146, 153-155, 162, 163, 164, 167, 168, 167, 193,  
 226, 227, 232, 236, 254, 256, 258, 263, 264  
 Homer City Electrical Generating Station 51, 131, 167, 168  
 Homer City Railroad Bridge 226  
 Homer City Waterworks 162, 163  
 Hooverhurst 48, 82  
 Huff 165  
 Hyde-Murphy Company 11, 12, 19, 49, 50, 66, 70, 80  
 Idamar 84, 152, 258  
 Iler Electrical Manufacturing Company 145  
 Indiana Borough 3, 6, 9, 26, 50, 70, 81, 89, 96, 108, 111, 116, 133, 134, 139, 141, 151,  
 152, 153, 156, 157, 163, 164, 175, 180, 187, 194, 208, 227, 256, 262  
 Indiana Brewing Company 262  
 Indiana Coal & Coke Company 48  
 Indiana County Gas Company 6  
 Indiana County Municipal Services Authority 152  
 Indiana County Streetrailways Company 208, 209  
 Indiana Depot 187  
 Indiana Electric Company 141, 152, 163, 164  
 Indiana Feed and Supply Company 117  
 Indiana Foundry Company 89, 96, 97  
 Indiana Lumber and Supply Company 134  
 Indiana Provision Company 141, 142, 152, 164, 209  
 Indiana Telephone Company 153-156, 164, 165



Indiana Textile Mills 108  
 Indiana Woolen Mills 108  
 Indiana, Clymer and Creekside Railway Company 207  
 Iselin 3, 4, 9, 12, 19, 66-68, 183, 184, 194, 202, 258  
 J. Wells Buggy Factory 142  
 J.L. Orr Mill and Elevator 116, 117  
 Jacksonville Depot 188  
 James Coal Mining Company 45  
 Jamison, Samuel 213, 214  
 Jefferson & Clearfield Coal & Iron Company 3, 8, 49-52  
 Johnstown Construction Company 48  
 Josephine 2, 7, 57, 58, 98-101, 103, 181, 188, 261  
 Josephine Furnace 89, 91, 98-100, 113  
 Josephine Furnace & Coke Company 98-100  
 Josephine Railroad Overpass 188  
 Keller's Mill 117  
 Kelly, Abner 137  
 Kimmel Railroad Bridge 189, 190  
 Kimmel Vicinity Bridge 210  
 Kintersburg Bridge 179, 210, 211,  
 Kness, Holler & Company 101  
 Kovalchick 12, 51, 82, 99, 152, 208  
 Lackawanna #3 53  
 Lackawanna Coal & Coke Company 2, 10, 52-55, 198  
 Lackawanna Steel Company 54  
 Lang, Charles M. 108  
 Laton Concrete Company 131  
 Libby-Owens-Ford 110  
 Little Mahoning Creek 114, 154, 173, 176, 200, 203  
 Livermore Bridge Site 211  
 Livermore Viaducts 227, 228  
 Lockport 46, 176, 177, 179, 227-229  
 Lockport Railroad Bridge 228  
 Lockport Viaduct 228  
 The Loop 101, 179, 197  
 Loop Iron Furnace 101  
 Loop Railroad Bridge 182, 198  
 Lovejoy 44, 45, 152  
 Lucerne 3, 5, 11, 15, 67, 71-73, 75-80, 163, 258, 259  
 Lucernemines 7-9, 72-80, 154, 163, 210  
 Lucius Waterman Robinson 17, 18, 36, 66  
 Luciusboro 7, 11, 16-18  
 M.E. Brown & Brothers Abattoir and Packing House 142, 143  
 Mahoning Creek Lake 102  
 Mahoning Creek Trestle 178, 190, 191  
 Mahoning Navigation Company 107

Mahoning Supply Company 13, 50, 72  
 Mardis Run Bridge 212  
 Marion Center Blacksmith Shop 102  
 Marion Center Borough 102, 118, 142, 144  
 Marion Center Co-operative Creamery 109, 144  
 Marion Center Milling Company 108, 118, 119, 144  
 Marshall Foundry 89, 91, 103  
 Marshall Heights 91, 103, 104  
 McCormick's Mill 120  
 McCreary Coke Company 56, 57  
 McElhoes, J.S. 108  
 McGee's Mills 42, 135, 206, 263  
 McIntyre 4, 5, 80, 81, 255  
 McKee Bridge 212  
 McKee Run Bridge 191  
 McKee's Mills 49, 50  
 McKinney Steel Company 91, 99, 100  
 Mentcle 7, 14, 15, 168  
 Mikesell, George A. 1, 56  
 "Millionaire's Row" 100, 101  
 Murphy & Nickerson 108  
 National Glass Company 110, 111  
 New Florence Viaduct 229  
 New York Central Railroad 2, 4, 5, 20, 23, 27, 28, 33-35, 48, 59, 61, 62, 64, 84, 197, 207, 237, 259  
 Nineveh 89, 177, 180, 264  
 North American Coal Company 7, 57, 58, 167, 170, 171  
 North Western Rail Road 178, 213-215, 225, 229, 245  
 Northern Turnpike 175, 176, 179, 181  
 Nupp Lumber Company 134  
 Old 119 Railroad Overpass 193  
 Onberg Bridge 215  
 Onberg Mine Complex 26  
 P&N Coal Company 28, 29, 31  
 Patterson, M.V. 122  
 Patterson Mill 120-122  
 Patton 62  
 Peale coal interests 59, 65  
 Penn Central Railroad 179  
 Penn Public Service Company 142, 152, 153, 168-170  
 Penn Run Feed Mill 123  
 Penn-American Water Company 158-160  
 Penn-Mary Coal Company 3, 9, 13, 60, 61, 109  
 Pennsylvania and Northwestern Railroad 206  
 Pennsylvania Coal & Coke Company 3, 61-65  
 Pennsylvania Electric Company 37, 79, 151, 152, 165-167, 169, 170, 172, 173, 265

Pennsylvania Main Line Canal 90, 130, 176-178, 182, 211, 216-219, 228, 229, 239  
 Pennsylvania Rail Road 45, 47, 52, 54-56, 95, 107, 130, 131, 136, 145, 177-180, 195,  
 197, 209, 213, 214, 217, 219-234, 237, 244, 245  
 Pennsylvania-American Water Company 151, 158, 160  
 Pennsylvania-Maryland Steel Company 61  
 Penstan Supply Company 133  
 Pittsburgh Gas Coal Company 3, 9, 66  
 Pittsburgh Stores Fixtures & Equipment Company 108, 125  
 Plumville Bridge 234  
 Possum Glory 3, 13, 60, 169  
 Possum Glory Coal & Coke Company 60  
 Prairie State Incubator Company 145  
 Rafters' Memorial 135  
 Ramsey Run Dam viii, 157, 158  
 Ranson Avenue Bridge 234  
 Reakartsdale 42  
 Reese-Hammond Company 130  
 Rembrant 3, 12, 59  
 Raxis 55, 107, 136  
 Richard's Run Bridge #1 235  
 Richard's Run Bridge #2 235, 236  
 Ritter, David 94, 95  
 Roaring Run Tanbark Mill 124  
 Robindale 8, 37  
 Robinson Bridge 236  
 Robinson Railroad Bridge 230, 237  
 Robinson Railroad Bridge Abutments 237  
 Robinson Run 177  
 Rochester & Pittsburgh Coal & Iron Company 2, 3, 8, 9, 11-13, 15-19, 30, 31, 36, 39, 41,  
 49, 50, 51, 52, 66-68, 70-72, 75, 77-80, 82, 154, 161, 163, 184-186, 194  
 Rodgers, George 94, 95  
 Roseboro Bridge 237, 238  
 Rossiter 2, 4, 5, 8, 13, 26, 29, 30-32, 34, 256, 257  
 Rossiter Mines 27-29  
 Rugg Cigar Factory 146, 147  
 Rugg, Joseph 146  
 Saltsburg Borough 121, 151, 206, 213, 214, 217, 218, 230, 239  
 Saltsburg Branch Railroad Bridge 230  
 Saltsburg Bridge ruins 213  
 Saltsburg Bridge site 239  
 Saltsburg Canal Right-of-Way 217  
 Saltsburg Electric Company 152  
 Saltsburg Mule Barn 217, 218  
 Saltsburg Railroad Depot 213, 214  
 Sample Run (Company Housing) 34  
 Sample Run Mine Complex 32

Savan Dam #3 173  
 Saxman, E.F. 37  
 Schwarzenbach-Huber Silk Mill 108, 125, 126  
 Sellers, Edward 97  
 Seward Bridge 180, 239, 240  
 Seward Electrical Generating Station 37, 169, 172  
 Seward Railroad Overpass 231  
 Shelocta Bridge 240  
 Shelocta Depot 194  
 Smokeless 37, 131, 259  
 Smyerstown 29, 30  
 St. Clair, Rinn & Company 81  
 Starford 4, 7, 44, 45, 134, 135, 152, 198, 259  
 Stewart, David 89, 90  
 Storage Ice & Supply Company 141, 142  
 Strangford 43, 44, 259  
 Strongstown 13, 60, 117, 239, 255  
 The Subway 231-233  
 Sugarcamp Run Bridge 241  
 Swank Refractories 128, 129  
 Synton 145  
 Tanoma 8, 26, 33-35, 215, 241  
 Tanoma Bridge 241  
 Tearing Run 7, 8, 40, 41  
 Telford, Stephen J. 109, 140  
 Thomas Bridge 179, 242, 267  
 Tide 12, 18, 82  
 Tide Coal Mining Company 82  
 Tintown 105  
 Tonkin, R. Dudley 135  
 Triece's Run Bridge 242  
 Trojan Coal Mining Company 82, 83  
 Trojan-Maryland Coal Company 7, 48, 83  
 Trusal Bridge 179, 243  
 Tunnelton 177, 196, 216, 225, 227,  
 Tunnelton Aqueduct 177, 218  
 Tunnelton Bridge 180, 243, 244  
 Tunnelton Bridge Piers 215  
 Tunnelton Prism and Overflow Dam 219  
 Two Lick Powerhouse 209  
 Two Lick Railroad Bridge 232  
 Urey 83  
 Urey Ridge Coal Company 83  
 Valley Mould & Iron Foundry 91  
 Victor Collieries 2, 59  
 Vinton Colliery Company 52, 54

Vinton Lumber Company 136  
Vintondale Lumber Company 107  
Vintondale Pumping Station 54  
Vintondale Railroad Bridge 233  
Walnut Street Railroad Cut 233  
Waterman 5, 12, 16, 18, 19, 82  
Weaver & Coleman Coal Interests 84  
Wehrum 2, 4, 10, 54-56, 60, 198, 257  
Wells, John J. 142  
West Penn Power Company 152  
West Penn Traction Company 152  
West Tunnel Viaduct 225  
Western Pennsylvania Rail Road 178, 180, 214, 217, 225, 231, 245  
Westmoreland Mining Company 58  
White, Harry 109, 177  
White's Hill Tunnel 180, 190, 194, 195  
WPA Retaining Wall, Grove Chapel Road 245  
Youngstown Steel Company 2, 57

